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Bird of
PARADISE

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Old Stables
East Moor
Stannington
Northumberland
NE61 6ES
Tel: 01670 823648
Fax: 01670 820274
email: david@afvmodeller.com
Editor and Designer: David Parker
Deputy Editor: Mark Neville
Sales Director: Keith Smith

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Bird of PARADISE

When first announced I greeted the new 1:32 release from Tamiya with indifference as I was hoping for a Merlin engined aircraft, a Hurricane maybe, or perhaps even a Mosquito! On the other hand, I had thought that they may have tackled a 109; now that would be cool! The birdcage Corsair, as a modelling subject in this large scale didn't really enthuse me, that may have been due to the fact I still remember my efforts with Trumpeter's F4U-1A offering trying to shoe horn in a resin cockpit, correcting the exhaust layout and then tackling the 5mm gap at the trailing edge caused by a resin wheel bay set!

When David offered me the chance to build this model for the magazine I had second thoughts. The more I

pondered the more I got enthusiastic about the possibility; I did a bit of research and found some really heavily weathered land based USMC aircraft. Weathering is my passion and the more I looked, the greater the inspiration built up and the more enthusiastic I felt about the project. So a quick email to David and a plain white box winged its way down the A1. I say plain box as this was a pre production sample, complete with huge photocopied instructions!

Just as I was about to start, Roy Sutherland of Barracuda Studios very kindly offered to send some of his resin and decal upgrades for the kit. I'll be showcasing those as I go so stay tuned.



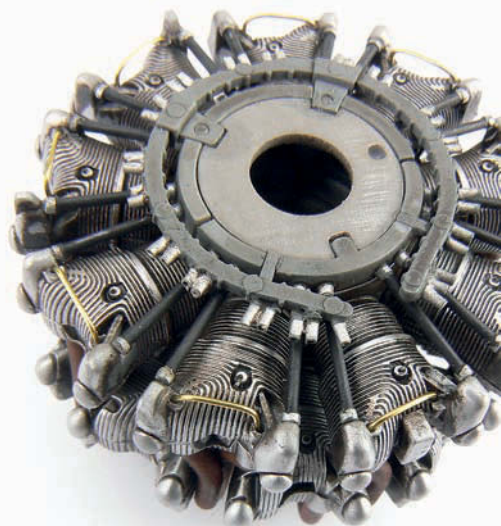
TAMIYA'S 1:32 F4U-1 CORSAIR
MODELLED BY JAMIE HAGGO



Getting started - Engine

Usually with a complicated kit such as this it's wise to follow the instructions closely however I felt I wanted to make a start straight away rather than wait for the Barracuda Studios bits to arrive so after a bit of study I decided to make a start on the engine leaving the reduction gear housing to the end.

The first job was to simulate the texture of the exhausts, a straight forward job using an old stiff brush and some Humbrol liquid poly. However, in hindsight I'm not sure I should have done this step as I'm not convinced that the pipes would corrode in this way. All the references I could find didn't really show it in enough detail so I think on the



flaps were to be modelled shut and only the bottom cowling removed not much will be seen, hey ho!

The engine itself is very nicely detailed and will look great straight from the box however in this scale I felt it was important to add a few bits. Firstly the ignition housing had the lead couplings removed and replaced with brass tube in order to take the harness which was added from fine cotton covered wire (obtained from Little Cars.com) painted with Vallejo Hull Red. I did this in order to show how a basic modification could enhance the stock kit however this was later removed in order to use the excellent (and correct for a 1 or early 1A aircraft) resin parts from Barracuda.

The cylinders and mounting plate were sprayed with Alclad Aluminium before a wash with Abteilung Shadow Brown oil

paint was applied in order to pop out the detail and impart a grimy effect. To enhance this once again the speckling technique was used, this time making a slightly thinner mix of the Shadow Brown and AK Interactive's Engine Oil. This was lightly blended with a soft dry brush when nearly dry.

The black parts (not sure what they are) were sprayed with Tamiya Semi Gloss Black and glued in place before a light wash using Abteilung Buff oil paint and AK Interactive Dust Effects was added. I wanted to show that even in the engine; the fine crushed coral dust would stick to the grimy areas. Small holes were also drilled to feed the ignition wires which were fed through to the rear bank of cylinders.

As soon as the resin magneto covers

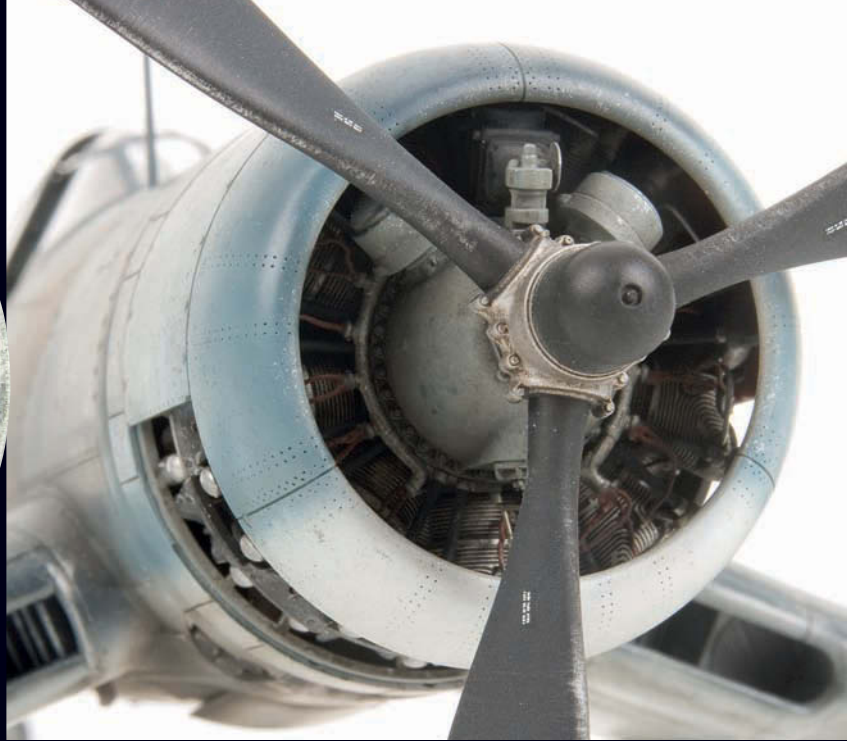
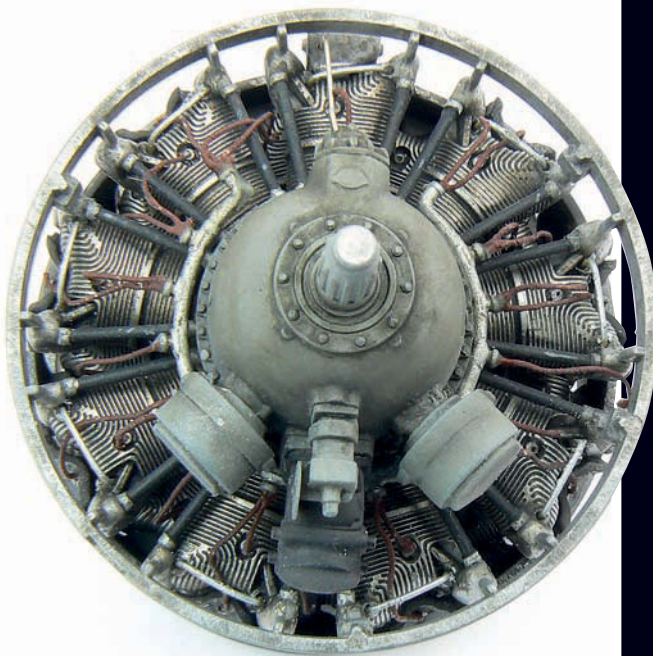
next one I'll skip this step. Once dry, the various parts were dried and then painted. This process was quite involved and commenced with an overall coat of Tamiya XF-64 Red Brown to which 3 different rust tones from Panzer Aces acrylic were stippled on with a sponge. I tried to concentrate the darker tones towards any joints or curves, I'm not sure how realistic this is but it served to add a bit of interest. Lastly, different rust tones were speckled on, this also added to the texture. It was a lot of effort and to be honest, as my cowl



and ignition ring arrived these were added to the reduction housing. Having mounted the magneto covers completely wrong (that'll teach me to be cocky) they were removed, cleaned up and then glued back into the correct place! They really look the part as the difference between the early and later engines is quite obvious and it's a surprising

mistake as Tamiya are normally squeaky clean with these sorts of things. I suppose you may get away with the argument that an engine could be a field replacement, especially on an older aircraft but the Barracuda Studios parts are an inexpensive upgrade and are great quality.



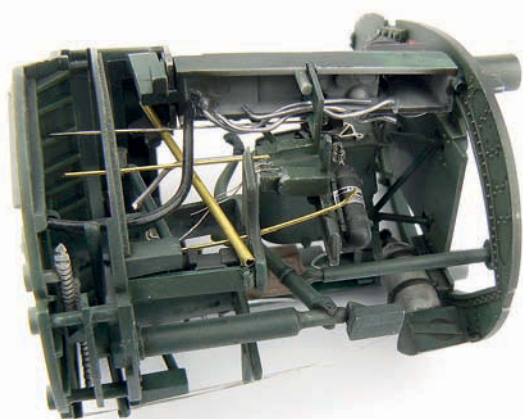


Cockpit

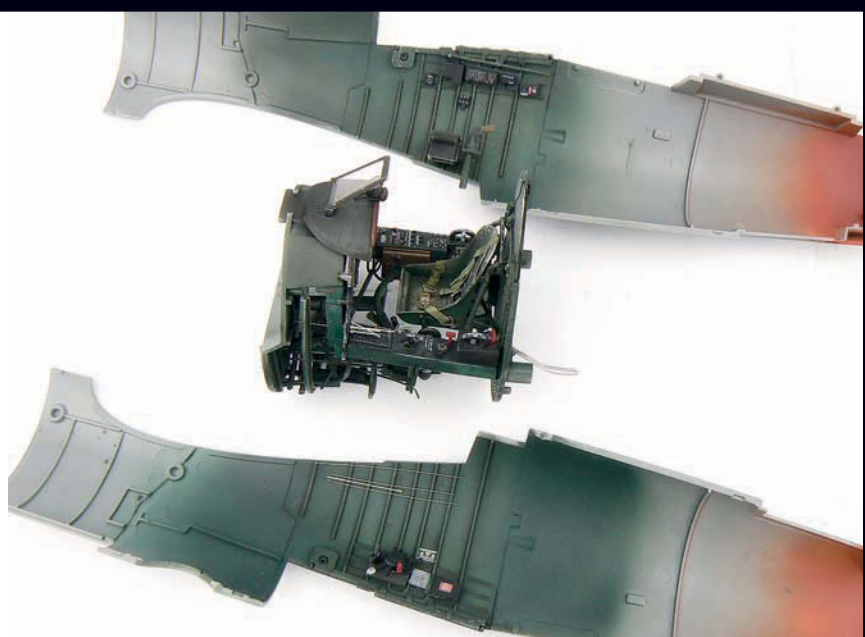
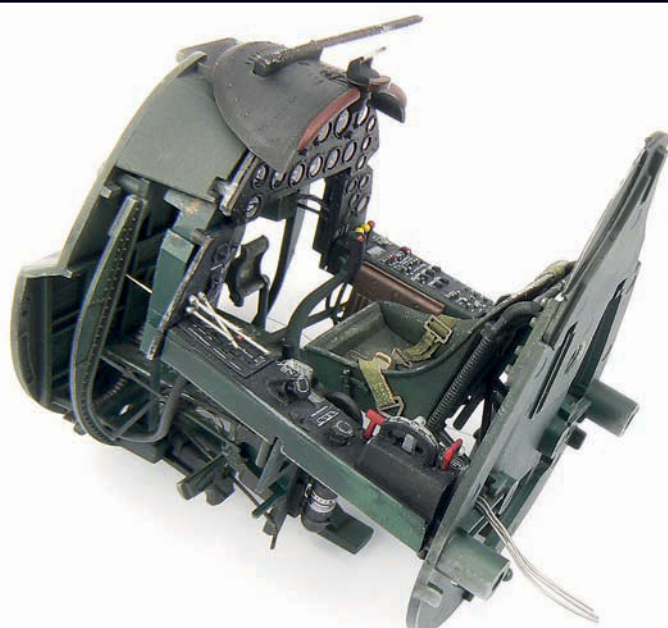
As with any aircraft model, the cockpit is one of the more important focal points of a model so it is important to do justice to the area and boy have Tamiya done just that! This is one of the most complete cockpits that has ever been supplied in a model however, there is always something that can be done to improve things, however, more of that in a moment.

As with the tail wheel bay, I studied the instructions and worked out what could be glued together, what could be painted on the sprue and what needed to be removed and prepped for painting. With that done it was time for a lick of paint. This is where it could get controversial as period photographs show an extremely dark black colour which could be interpreted as black. However, having read up on the subject and taken part in a very informative discussion on one of the internet forums, I settled for Dark Gull Green. It appears that pretty much all (you can never say every single airframe) were painted in this elusive





shade. Tamiya state a 50/50 mix between blue and green however it didn't look dark enough to me (remember sometimes this was assumed to be black when looking at black and white period photos) so I came up with my own mix. This was sprayed over base of Alclad Aluminium which had a couple of coats of AK Interactive Worn Effects applied so that when dry the area could be dampened with water and chips created. I actually thought I'd over done this looking at the references on the head rest area (note this aircraft didn't have one fitted) so it was later touched up. With the base coat dry, the detail was picked out with our old favourite Abteilung Shadow Brown oil paint and then dry brushed to pop out all that detail.



Relevant areas had a coat of Tamiya Semi Gloss Black before out came the decal solution and Barracuda Studios placards. If you only get one extra thing for your model then go for this set as the effect it has is simply astonishing. Don't worry about laying them over the raised detail as there are holes in the carrier film for just that which is a really thoughtful touch. Once again referring to period photographs I noticed a complete "snakes wedding night" of pipe work under the consoles. I fabricated quite a bit of this however to be honest, there comes a pint when enough is enough. I could also have done wiring from the various black boxes on the side walls but actually owing to the curvature of the sides and the dark paint, little of this would have been seen.

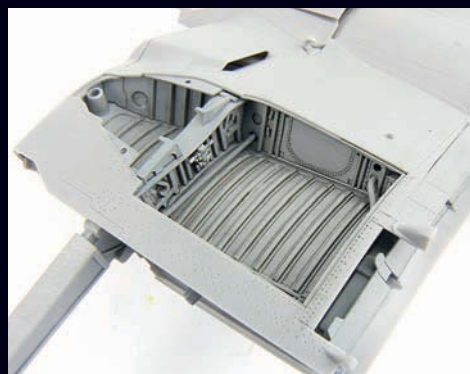
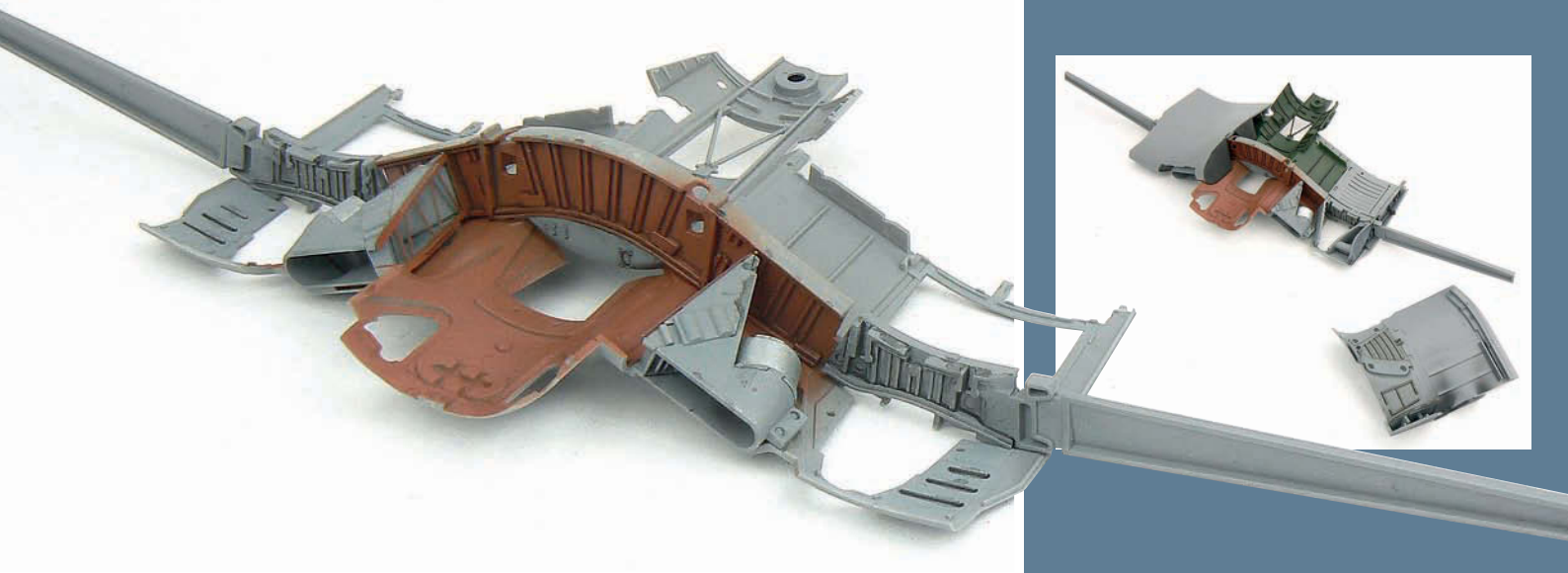
The instrument panel has been tackled in the same way as Tamiya's Spitfires in that decals are applied to the rear of the clear parts after the grey plastic bits have been painted and weathered, this is a neat idea

that works really well.

Fuselage

The tail wheel bay must be one of the most complete and detailed I've ever seen in an injection moulded kit, quite simply it is stunning and as is to be expected, the fit of all the bits is phenomenal (that will be a common thread through the article). I prefer to cement as many parts together first as I can to strengthen the joints as much as possible. Once done the area was sprayed the characteristic salmon colour. Having looked at reference pictures I thought the mix suggested by Tamiya was too pink so I made my own interpretation. This was then weathered by using a ubiquitous Shadow Brown oil wash followed by a gentle dry brushing with oils in order to pop out the relief.

While I had the salmon colour mixed up, I went through the instructions with a fine tooth comb to identify other parts that needed a coat. This is worthwhile doing



when using custom mixes as I find it almost impossible to mix the exact tone twice!

As to be expected everything fits like a glove and really looks the part. With the cockpit installed, the various other fuselage parts are glued in place and funny old thing, the fit is impeccable. Well mostly, there was a hairline gap on the under fuselage seam but this is easily dealt with. A neat touch is the separate parts behind the cockpit for either an open or closed canopy. It doesn't take the brains of a rocket scientist to realise that more options are on the way!

Wings

It would be easy to go into depth here and describe each step in the instructions waxing lyrical about the innovative break down and the exceptional fit but do not

worry, I won't do that! Obviously this kit has the option to fold the wings, the detail is stunning and it will make for a great looking model however I think folded wings spoil the lines of the aeroplane and also invariably they cover up the cockpit which is the focal point; hence mine is spread. You may notice in the photos a smear of Mr Surfacer along the wing fold, I found the fit a bit too tight in places and a fellow modeller has pointed out that perhaps I shouldn't have cemented the spar in place on the inner wing, that way there is a little play in the parts.

As with many Corsair models, there is the option to drop the flaps however looking at all y references, I only found 2 photos of the flaps being deployed on the ground and in both cases the aeroplane was undergoing some form of maintenance. Also, I reckon the vast majority of modellers will choose the dropped option so seeing I failed so miserably in the accuracy department when it came to the harness I did mine flaps up!

Undercarriage

Once again the quality of this kit is carried onto the undercarriage. With a mix of plastic and photo etch (for

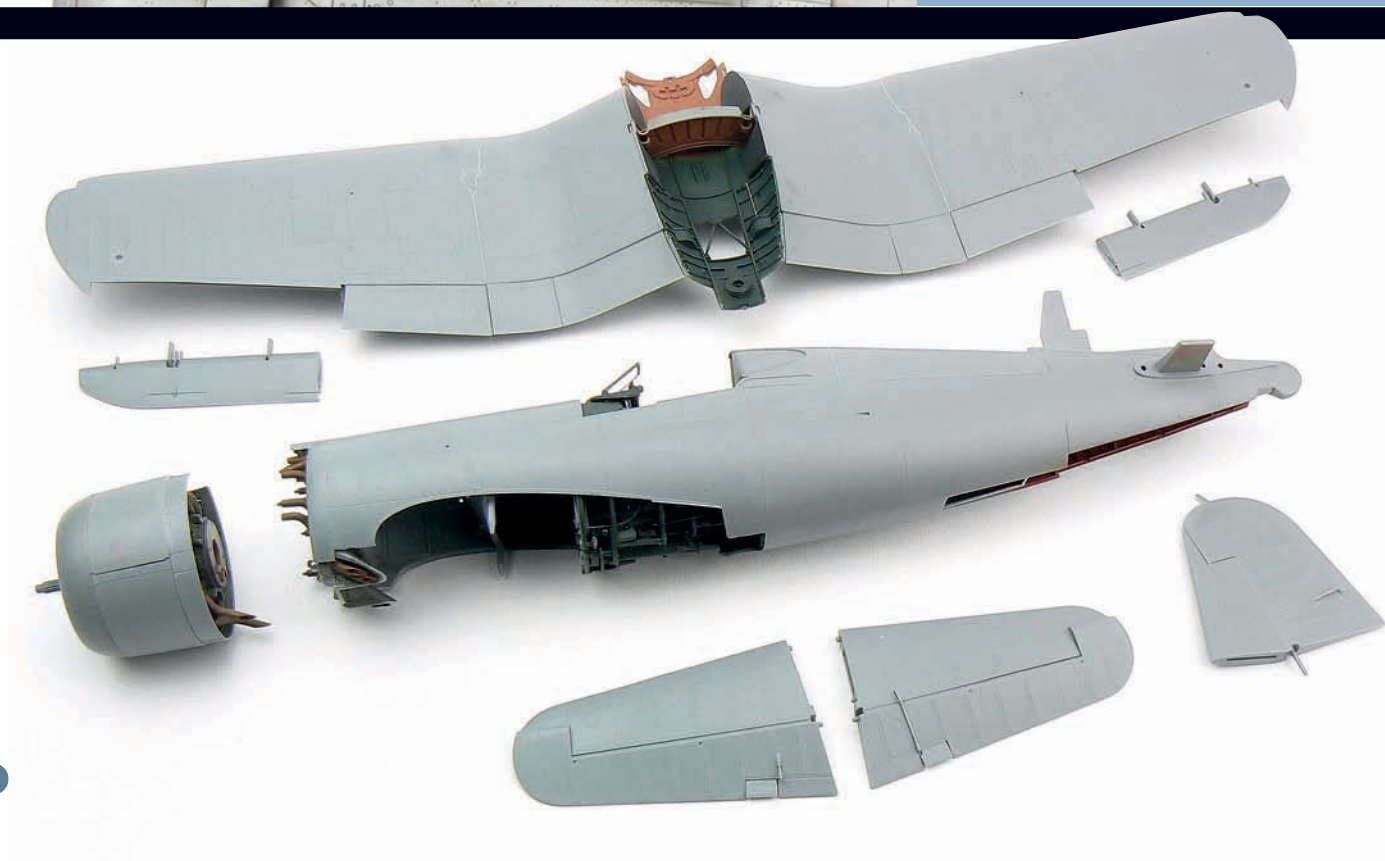


the tail wheel) the gear is supremely rendered. Perhaps the only major negative point with this kit is the rubber tyres however first off let me dispel an urban myth. Rubber tyres used in plastic kits DOES NOT attack styrene! It did 30 years ago with a particular model (the exact one escapes my fading memory) however this myth is carried on today. It is simply not true. I actually prefer rubber tyres as it is a simple matter to scuff them up with a sanding sponge; nothing looks as real as rubber as, well, rubber! Anyway, unfortunately Tamiya's tyres have a very prominent mould seam running around the circumference which is going to prove a real nightmare to get rid of. In steps Roy Sutherland to the rescue again with



his resin replacements. They are actually more detailed than the kits wheels and even have the manufactures stamp on the side walls, lovely. Having again seen reference photos of the same, I elected to mix the tread for a bit of interest!

My aeroplane was a field repaint so my undercarriage was left in the original Non Specula Light Grey however check your references as often the undercarriage (plus main gear wheel wells and doors) was the same colour as the undersides. This was an added anti corrosion technique and speeded up production as there was no need to mask anything off! Talking of which, Tamiya include all the doors in a single piece should you wish to display your model in flight mode (although this time its one or the other not interchangeable) but they can be used as a convenient mask!



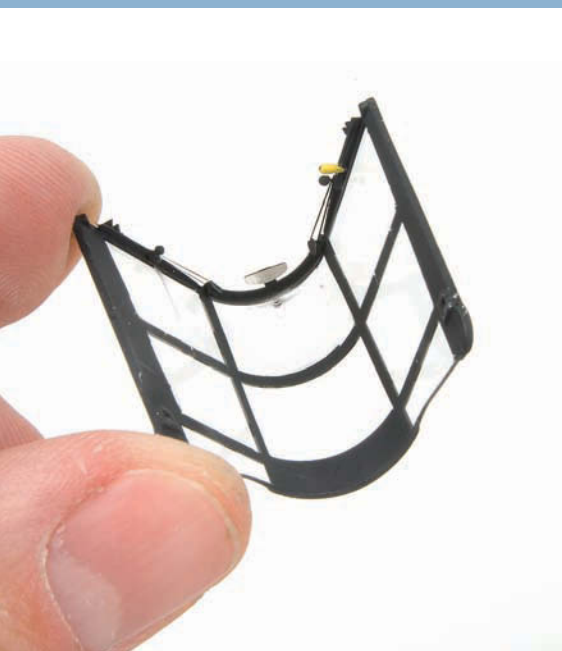
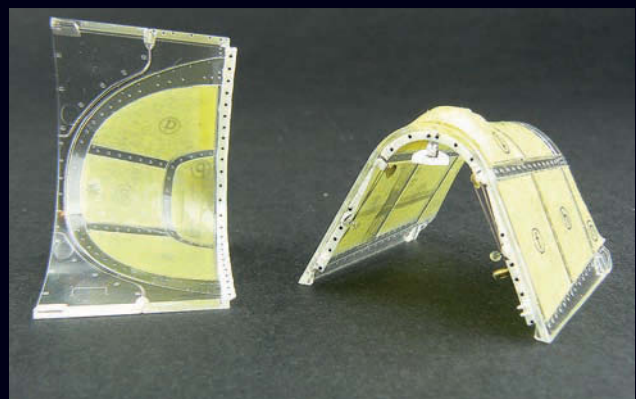


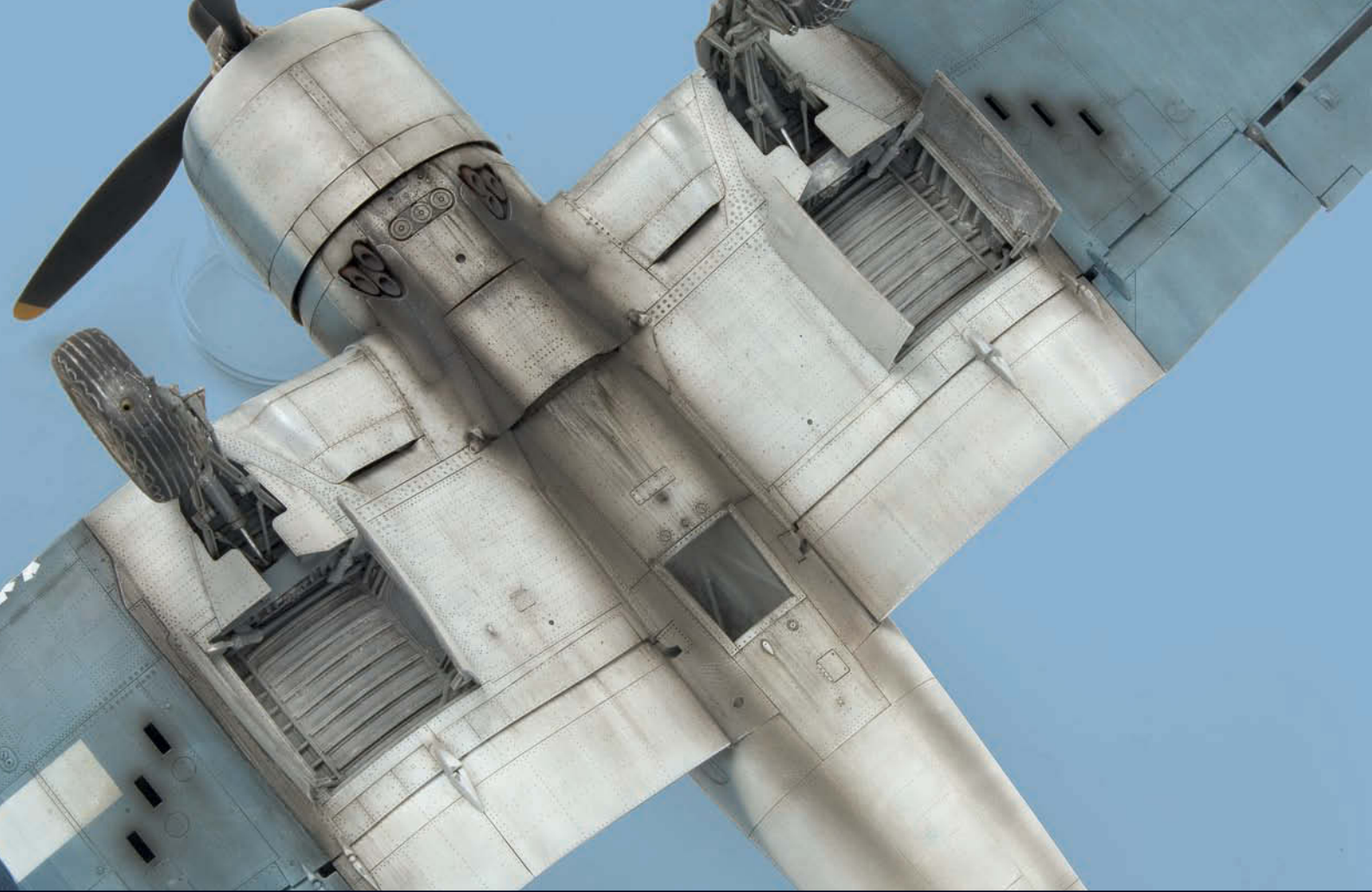
Airframe

Now its time to bring everything together. All the control surfaces were made up and this is a quick job as there are no fiddly hinges and a neat touch is the option to droop the elevators which was typical of the real thing when at rest. The wing to fuselage joint is awesome and only the merest trace of Mr Surfacer was used on the underside which is slightly more complicated shape wise. The upper engine cowling piece needed the tiniest of tiny shim of plastic card to help close a hair line gap but that may have been my fault! The lower cowling was left off to show off that lovely engine.

The prop is a simple thing to put together and each blade is keyed to ensure the proper alignment. This was undercoated with Alclad Aluminium and when the top coat of black and yellow was dry, it was very carefully rubbed back with a sanding sponge to simulate the effect of the abrasive crushed coral runway.

The canopy is another great fit and I took the trouble to fabricate the locking mechanism from plastic card and Archer's decal rivets. After doing this in 1:72 a few years ago this was a doddle and adds a lot to the finished piece! Normally I dislike the construction of models as I find it a chore to get to the fun part which is painting but to be honest, I really enjoyed this one.





Bird of **PARADISE**



PART TWO IN THE NEXT ISSUE

“I SEE YOU...”



History – The RF-84F in Greek Service

What I am about to describe sounds quite strange today, but in the 50's the world was already living with the "Cold War" and Greece was quite important being situated close to all the Warsaw Pact Balkan Countries. So as soon as the Greek Civil War ended in 1949, the first recon flights took place from Greece. NATO requirements to keep a constant eye on Warsaw Pact developments lead to the deployment of a specially modified F-84G of 348 HAF Tactical Recon Group on April 1st 1954. The plane had a camera installed inside an external wing fuel tank that was attached on the tip of the port wing. The results were quite satisfactory and the flights continued until a number of RT-33 were received but these would only be used for a year. In August 1956 the first RF-84F landed in Larissa AFB, the new home of 348. Due to the importance of the missions over the Balkans, HAF was the first NATO Air Force to receive the new plane. With its six cameras placed in two separate compartments in the nose section, the auto pilot system, the ability to refuel during flight its and much better flight characteristics compared to RT-33, the RF-84F was ahead of its time and loved by the pilots that flew it. In the early years the planes were natural

metal with red bands on the intakes and wing tips and black walkways on the roots of the wings, just like the US planes. The wing fences were painted yellow and the squadron emblem was added on the vertical fin. In the mid sixties they were painted in the "NATO" camouflage scheme while from the early Seventies onwards they were painted in the "TAC" scheme. Due to their role they only carried HAF roundels on the fuselage. The Thunderflash remained in service with the HAF for 35 years. The last were withdrawn on the 29th of March 1991.

In Kit Form

When time comes to decide which will be my next modelling project I am usually attracted by a specific subject, rather than by a specific kit. In some cases this is not an issue, but in some other cases, it can be a really big problem...

The Thunderflash has always been high on my "to build" list. However in 1:48 scale, the only option is the Heller kit (reissued with some additional resin and etched parts by Fonderie Miniatures). It is an old kit with raised panel lines, but the main issue is the dimensions and the kit looks seriously oversized. This becomes very evident if you try to match the rear fuselage part of the Heller kit with a Monogram F-84F.

GREEK "EYES" IN THE 50'S

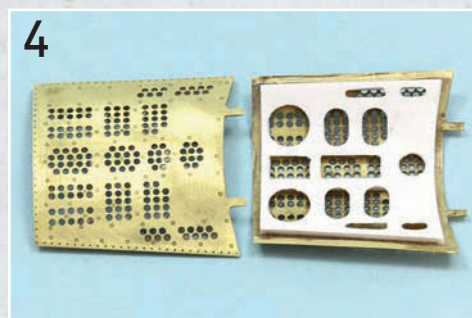
Theodoros Orinos builds an RF-84F in 1:48 kitbashing Kinetic's F-84F and FM's RF-84F



Things became much better when Kinetic chose the F-84F as the subject of their debut in 1:48. The Kinetic kit looks extremely similar to the Monogram Thunderstreak with some improvements - namely it has recessed panel lines, the speed brakes have been moved to the correct position and the vertical fin has a shape closer to the correct one. On the downside the panel lines are not as fine and the surface not as smooth as one would expect from a modern kit. I did hope that Kinetic would go on to release an RF version but this never happened and I took the decision to proceed using what I had. If I knew the workload ahead of me I do not think I would have ever started this project.

Kitbashing

What I had was the Fonderie Miniatures RF-84F and Kinetic F-84F kits, Extra Tech F-84F etched set and AMS 48009 resin upgrade for RF-84F and finally the Icarus Productions 48012 "Hellenic Thunders Pt.1 (F/RF-84F) decal sheet. I thought it would be quite easy to use the nose section and wing intakes



Pic 1 The join lines of the Kinetic and FM parts were selected in places where I thought it would be easiest to get a good fit.

Pic 2 The wing fences were created from plastic card, using the FM parts as a guide.

Pic 3 A lot of detail that was missing from the FM kit had to be created from plastic card.

Pic 4 The speed brakes by Extra Tech are very convincing. The inner detail was added but is visible in the end.

Pic 5&6 The splitter plates created from plastic would be added after the wing was fitted to the fuselage, making the sanding of the intakes interior much easier. The engine screens also helped to cover the inner parts of the intakes, and saved me some work there.

Pic 7 All the parts in place, the scribing finished and only the canopy is missing to be ready for painting.

from FM and add them to the Kinetic parts but this proved more difficult than I thought because the FM kit is oversized. For the nose I chose to make the join on a vertical panel line right behind the pilot's seat. I had to reduce the overall diameter of the FM nose and improve the contour at the bottom side. This was even harder trying also not to disturb the flat areas of the nose, which are rather unique due to the camera windows.

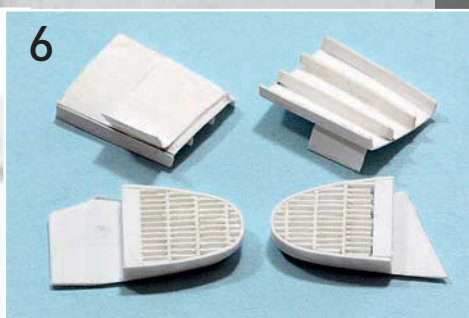
Connecting the FM intakes to the Kinetic wings was also troublesome. Here the main issue was to ensure the proper fit between the wing and the fuselage. At the same time I had to make sure to keep the right wing dihedral. Further work on the wings included adding the fences, that are present on the recon version but not on the fighter version, and also some vents at the bottom, all made of plastic card. The perforated areas at the trailing edge of the wings were replaced by etched parts from the Extra Tech set. These are far more precise representations compared to the Kinetic recessed detail. The fuselage speed brakes also came from the Extra Tech set, but on the inside were detailed

with plastic. The speed brakes were usually barely open when the plane was on the ground, so no need for a lot of detail on the inside.

For the interior of the intakes I used the resin parts provided in the AMS set, after a lot of sanding to make them fit. I also replaced the splitter plates and created the engine screens from plastic card.

The large fuel tanks used for the long recon missions are accurately depicted in the Kinetic kit, but their pylons are not there, as the fighter version used different pylons, so I used the FM pylons, after a little correction with plastic. Two more corrections were needed. Firstly repositioning the fuel dump vent on the right side of the tail section of the fuselage, which must be moved further to the rear on the recon version. Secondly to reshape the rear part of the top of the tail section, by adding a piece of plastic and sanding it to shape.

When all the parts of my "Frankenstein" Thunderflash were ready an extensive rescribing was needed. The additional



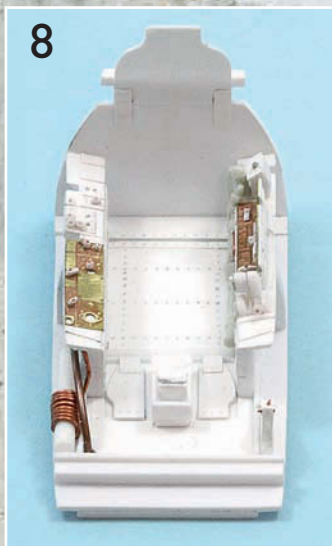
Pic 8 The new cockpit tub made of plastic with a little help from the Extra Tech set.

Pic 9 The cockpit tub after painting and with the ejection seat in place looks really busy.

Pic 10 Plastic, wire, staples and etched seatbelts. The painted seat becomes much more interesting with the red head and arms cushions and yellow handles. The seat cushion color was selected based on a period color photo, so I can't be sure of the authenticity.

Pic 11 The instrument panel back and front parts are ready. They will be aligned with just a thin clear sheet between them, and then a few switches will be added in the front, and the instrument bodies and connecting wires in the back.

Pic 12-13 The rear part of the panel with instrument bodies and connecting wires, and the viewfinder tube.



benefit was that the surface of the model was now very smooth and the panel lines quite thin, much closer to Tamiya or Hasegawa quality, and ready for the metallic finish to follow.

Cockpit

The cockpit of the RF is quite different from the F. The most obvious difference is the instrument panel that was considerably changed from the standard fighter configuration and accommodated a large centrally located viewfinder and a complete rearrangement of flight instrumentation and different gun sight. The Greek recon birds used the later style seat with small differences to be found on the side panels too. Even the cockpit colour is different being black in the fighter and grey in the recon version.

Kinetic and FM both supply the fighter version. Aires has produced also a very fine resin cockpit for the Kinetic kit, and AMS has issued nine different sets covering all the kits and possible configurations, however I decided to take the long way and build almost everything from scratch. I used some etched parts Extra Tech set for the

side panels and a part from the old Monogram F-84F for the hydraulic hand pump and anti-g valve, but the rest is plastic and wire. I was quite pleased with the result, especially the ejection seat.

The AMI seat was also made of plastic and wire of various diameters. A couple of staples were bent to shape for the handles. The cushion was epoxy putty covered with Tamiya masking tape to give a fabric effect. The only commercial parts were the seatbelts coming from the Extra Tech set.

The instrument panel was created from plastic card. The bezels came from an old Waldron set (4821 Standard Instrument Bezels). For the dials I used decals from a number of Hasegawa kits in my stock that I applied on a piece of white plastic card and I glued the panel to the dials with a thin transparent piece of plastic in the middle. I got the result I was looking for, but the panel became a little thicker than I would like. This is a problem as it is visible from the top. All the photos I have of Greek RF-84Fs show the cockpit without any fabric cover over the instrument panel. So I had





14



Pic 14 The FM vacform canopy on the left, my vacform canopy in the middle and my master on the right.

15



Pic 15 The canopy interior with "tripod" opening mechanism was created from plastic and wire

16



Pic 16 The front and rear parts of the canopy in place and masked. The alignment with the fuselage was not so easy as can be seen here.

also to create some detail behind the panel, including the viewfinder's probe and the instruments bodies and connecting cables. All these are quite visible at the end of the project so this effort was not wasted.

Canopy

The Thunderstreak and Thunderflash have a rather unique canopy opening mechanism. Instead of the usual hinge, there is a very recognizable folding "tripod" that holds the glazing in a very prominent place, high above the fuselage. So a vacform canopy was a must for this subject (in my opinion it is a must in every 1:48 plane, but that's just me...). The FM kit included a pair of vacform canopies, but they were not clear and had turned very green in storage so I made my own. To create the master I used the windscreen from the FM kit (it includes the injection clear parts of Heller) and the rest from Kinetic. The fit is not that great so some putty was used and a lot of sanding. Eventually I had two extremely clear and shiny canopies. One of them was cut in

three pieces very carefully using masking tape as a guide for the cuts and to protect the rest of the surface. The detail for the tripod and the interior of the canopy was created with plastic and wire. I also used copper sheet for the four hinges that secure the canopy in place when closed, which are quite exposed when open.

Camera Bay

All the work done so far for the cockpit and the canopy would highly visible on the finished model so the effort was worth it, however the camera bay was a different story. I could not make up my mind whether to open the camera bay doors or to keep them closed. Opening them could result in a very detailed model but would certainly spoil the beautiful shape of the Thunderflash. I finally decided to keep everything closed, mainly because I could not find anywhere photos of an open camera bay. This is strange as there are hundreds of walkaround pictures of this bird on the web covering every angle. I can only suppose the secrecy covering this

machine while in use played a part in this lack of available photos. Typically, while the project was coming to an end, *Aeroplane Monthly* published a feature on the RF-84F that did have a picture of the open camera bay! I decided to add as much detail as could possibly be visible through the camera windows, meaning I could not use the FM kit windows that were too thick, but instead created the windows from thin transparent plastic sheet. The transparencies would be sandwiched between inner and outer plastic frames. This work could not be done before the two fuselage halves were joined together, as three of the windows are on the lower joint line, nor after it was glued, as I would not be able to reach the interior. The solution was to join the fuselage halves and afterwards cut a rectangle opening on the top of the nose. This opening was cut randomly, not on any panel line, just to allow work on the inside of the camera bay and would be replaced and sanded smooth afterwards. The internal window frames were created first, using thin plastic card.



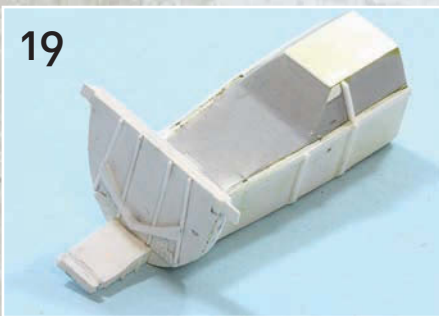
17



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19



20



Then the internal structure was also created, for the areas visible through the windows. Special care was taken to thin the front wheel well in order not to interfere with the cameras. The cameras themselves were also created from plastic, and a few parts stolen from a Hasegawa RF-4E. Everything was painted, weathered and glued in place, and the result was quite satisfying when compared to photos of the real thing. The "glass" was then added from 0,005" clear plastic card and finally the outer windows frames, complete with rivets. My intention was that the outer frames should not be flush with the rest of the surface, but instead give the impression of overlapping. And now for the big disappointment: when everything was ready and the temporary opening on the nose top was glued in place, very little of the frame detail I had created was visible. Without light coming from the top opening and the main colour inside being black, this was to be expected.

Undercarriage

Aires has issued a very nice wheel wells set for the F-84F. The wings wells can be used without problem in the RF, as the differences between the two types are minor. The nose wheel well however is a different story, as it is totally different for the recon version. This is why it is included in the AMS set. In any case the Aires set came too late for me, and I was not happy with the AMS part, so I built all the wells from scratch. I only used the bottom of the AMS part for the curve where the nose wheel rests when retracted.

The inner doors of the wing wells came from the FM metal parts with a small modification. The outer doors attached to the landing gears are Kinetic plastic with a few improvements while the smaller outer parts were made from scratch, as well as the nose wells doors. Coming now to the landing gear, the Kinetic representation is very good for the main ones, where only a few details were

Pic 17 With the camera bay accessible through the opening on the top of the nose, the internal window frame was created first, from thin plastic card.

Pic 18 The internal structure that would be visible through the windows can be seen here.

Pic 19 The cameras were created from some relevant Photo Phantom parts and plastic and lenses were added from clear plastic.

Pic 20 The internal structure that would be visible through the windows can be seen here."

Pic 21 The camera bay internal structure is in place here and looks good, for the moment."

Pic 22 "The "glass" windows and outer frames are in place and masked ready for painting"

21



22



added. The nose leg however is one of the most complex structures I have seen in any plane, and it would be impossible to accurately represent it in injection moulded plastic, so I made it again from scratch using plastic and wire and adding the scissors from the Extra Tech set.

The wells were painted with a mix of Model Master Green and Yellow Zinc Chromate, details were picked out in black, aluminium and chrome silver and everything was heavily weathered. The landing gear and well doors were painted with Model Master Aluminium metalizer, sealed with sealer for metalizer and weathered with an oil wash.

Painting

Personally, if I have to choose between a natural metal and a camouflage finish for a model, the choice is clear. Natural metal wins hands down. Among the metallic paint systems I have used, I believe that the Model Master metalizers give the

23



Pic 23 & 28 The wing wheel wells are very busy but all the detail added is quite visible. refinement.

Pic 24 The nose wheel well is seen here in pieces, which makes the painting and weathering process much easier.

24



28



Pic 27 The nose landing gear was made from scratch and is certainly the most detailed part I have even made in all my modeling years."

25



26



27



Pic 25 The main wheels of Kinetic are very well detailed and only need minimum refinement.

37683





most realistic result. There are however two drawbacks: To get the best result you have to spray directly on plastic and not on a primed surface. Also it is very risky to mask the painted surface, as it is liable to peel off with the tape. So I moved to the next choice, the Alclad II system. It also gives a great result, but works fine on primer and has no problem with masking. So the first step was to spray the whole model with Alclad Grey Primer. This product does have "micro-filler" capabilities and this was very helpful on my model. Even so a number of imperfections were discovered, corrected and sprayed over.

My favourite correction material at this point is

Zap-A-Gap CA+ glue. It is a little harder to sand smooth, but the imperfections will disappear and is impossible to detect under primer.

Once I was happy with the surface, I sprayed the whole model with Alclad Duraluminium lightened with a little White Aluminium. Then I covered selective panels and sprayed the rest with a lighter shade, adding more and more White Aluminium to the mix. The target was to have an appearance of different metallic shades on different panels, but without heavy contrast. After all, the panels covering a real plane do look different, but they are all made of Aluminium. Other shades used were Aluminium for some panels, Duraluminium for the nose tip and a mix Dark Aluminium and Magnesium for the exhaust cover.

With the metallic painting finished, I moved to the painted areas of the aircraft. The colours used were Insignia Red (Xtracolor)

for the intakes and wing tips, Olive Drab (Model Master) for the anti-glare area on the nose, Insignia Yellow (Molac) for the wing fences and tail trim tab and Black (Humbrol) for the walkways on the wings. In all cases lighter shades were sprayed over the panel's centers to give a worn appearance. Once everything was dry, 8000 grit polishing paper was used to smooth and blend everything together. A different approach was used for the frames of the cameras windows on the nose. Once the painting was done, I masked around all the windows and sanded the frames until the plastic was revealed. Then I painted them with Model Master Aluminium metalizer. This gives a very thin paint coat when compared to the combination of Alclad primer and paint, so the impression of a very thin frame overlapping over the nose surface was achieved.



Weathering - Decals

Weathering of a natural metal finish is one of the modeling challenges I want to conquer. For the moment all I did was to seal everything with Model Master Sealer for Metalizer and once dry, applied a wash of Black and Brown oil thinned in white spirit to emphasize panel lines and rivets and give a general used and dirty look to the aircraft. Generally speaking, in the 50's photos I have seen, these planes were in a good condition, and not very dirty. Coming to the decals things became a little tricky. The Icarus Productions decal sheet is very good and very well researched. There were however a couple of issues:

As mentioned in the decal sheet instructions, the RF-84Fs were delivered to HAF with 4 digit codes on the tail and no squadron emblem painted on. The "eyes" badge of the 348 squadron was painted and the codes were turned to 6 digits. The plane depicted in the decal sheet is pre-change, but the emblems are given

anyway and I wanted to use them. So I decided to depict the aircraft with code "37683", which I assembled using numbers from various codes given in the decal sheet. Another big issue was the stencils. The decal sheet covers in great detail the stencils used in the fighter version, but things are quite different for the recon bird. To make things worse, there was no consistency in the way stencils were applied on these machines. I found a colour photo on the web showing a row of parked USAF Thunderflashes, and it is obvious that there are differences in the stencils between the two closest planes in the photo! So I did the best I could, based on the photos I could find, and I took some decisions on my own in a few places. The red and yellow borders around a number of panels were unusable as they did not exactly fit the panels on my model. The good thing is that there are enough decals on the sheet for two planes, so I was able to cut the borders in sections and make them fit around the panels. When all

decals were applied, a final layer of sealer for metalizer fixed everything in place and a further wash was applied over the larger decals, mainly the fuselage roundels and the squadron badges.

Final Touches

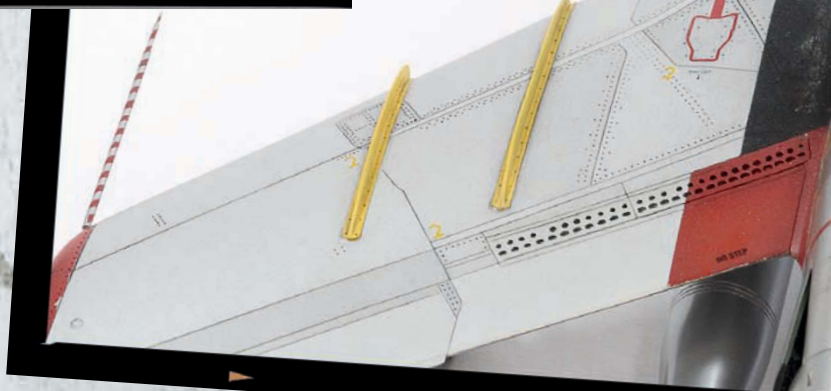
It was now time to add all the little bits and pieces in place. This is normally an easy task, but in my build it was not so easy since many of the parts were modified or scratchbuilt, so the fit was not that exact. The trickiest parts to secure in place were the nose wheel well doors, and the fuselage airbrakes. Navigation lights were also added from a CMK set (4060) and secured in place with epoxy glue. The last part to be added was the canopy on its tripod, and again epoxy glue was used to give me a slow fixing time that would allow me to make alignment corrections.

At last, after a very long building period, my Thunderflash was finished and I did spend a lot of time that evening just looking at it from every possible angle.





It is clear that this build took much longer time and effort than initially planned, and I am sure that pretty soon a brand new RF-84F will appear on the market including all the parts and details I tried so hard to create from scratch in my model. However I had a good time building it and I did improve my modeling skills so I am really happy with this project. After such an experience most modelers would choose something quick and easy for their next modeling project. Not me, as I am now working on a Hobby Boss TA-7C, after a serious surgery to fix its dimensions and intake shape problems, so I guess there is no cure for my disease...





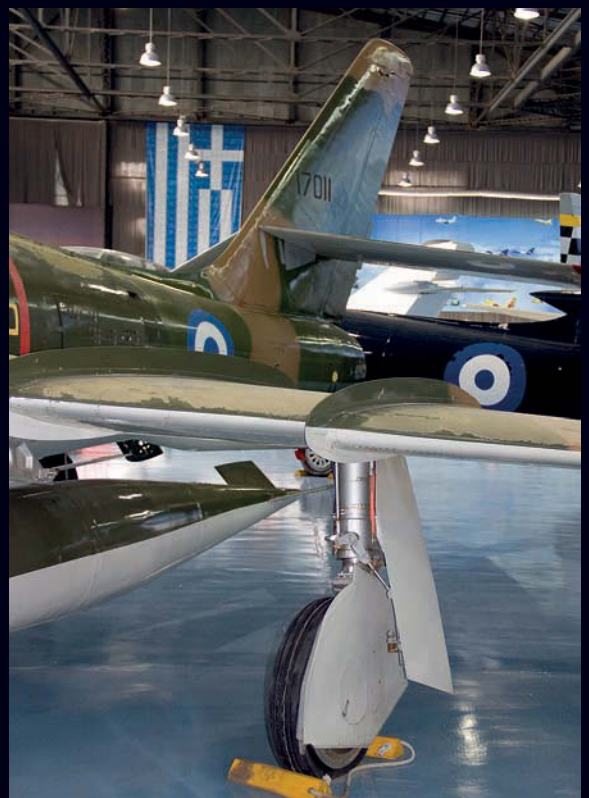
RF-84F in detail

Theodoros Orinos











Fw190 D-9 LangnasenDora

Jason Brewer

uses Eduard's 1:48 'late' kit to create
his version of 'Brown Four'



Like many Luftwaffe fans, I've always felt the Fw190D-9 "Langnasen Dora" was one of the most attractive fighters of World War II.

And of all the Doras, "Brown 4" with its patchwork paint job and uncommon Ta152 tail section is my favourite. I've wanted to build it for a long time and although Hasegawa/Revell offer a kit in 1:32, I wanted to do one in 1:48 and I didn't want to do the work involved in converting the tail. When Eduard announced they were releasing a D-9 "Late", finally there was an injection-moulded option in 1:48 and I knew I had to build my own "Brown 4".

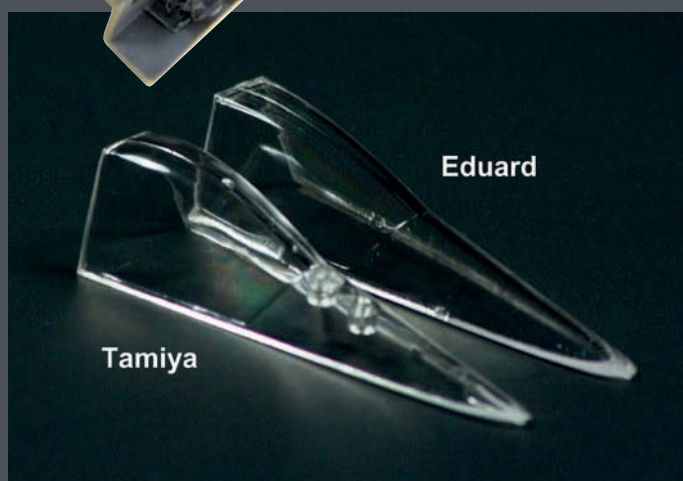
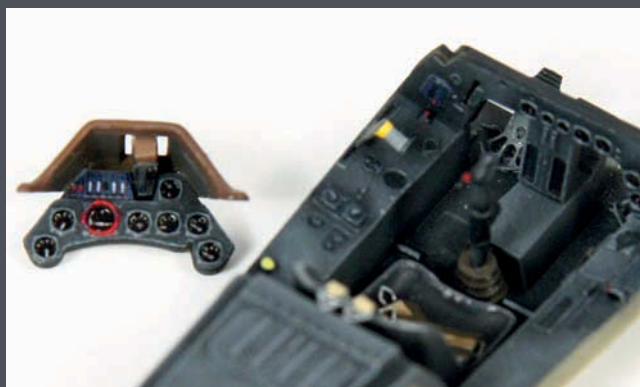
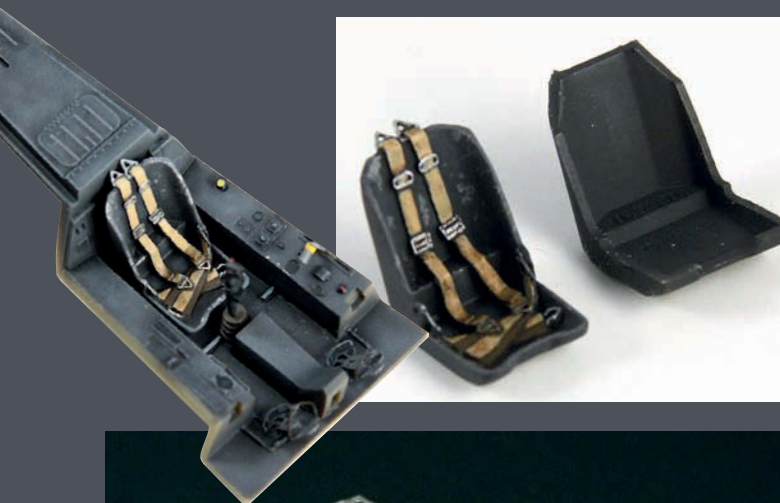
Eduard's kit

There are many reviews of the Eduard Fw190 series kits, and having heard the horror stories of fitment issues I set out to tackle these first before starting any work on the cockpit. These issues were compounded by the fact that I wanted to build the plane closed up, and Eduard makes it very obvious that they really intend for all of the gun bays to be displayed opened up.

The engine plug and firewall require some thinning to get the fuselage to close up, and almost every part inside the wings need to have the walls thinned in order for everything to fit and the wing halves to close up properly.

With the fit issues of the fuselage and wings sorted, I moved on to assembling the kit as normal. Since the cockpit on Fw190's is not hard to see on the completed model, I opted to use the kit cockpit and just enhance the most visible components. I replaced the kit seat with a resin one from Ultracast and used a control column from Quickboost. I don't like the flat appearance of Eduard's PE side consoles so I used the plastic pieces. I did use the supplied PE instrument panels, but the pre-painted colour was some sort of strange blue colour so they were repainted to match the RLM 66 cockpit. I also added some

simple scratch details from styrene rod like the throttle damper and control linkage on the floor of the cockpit, and the throttle handle. The characteristic prominent pad on the instrument panel coaming was missing from the kit part, so one was built up from Mr.Surfacer. The cockpit was airbrushed with Tamiya XF-63 German Grey for RLM66, followed by highly-thinned flat black for shadows and lightened German Grey for highlights. Details were painted with Vallejo acrylics, paint chips on the seat were done with silver paint applied with a sponge, and a light dry-brushing finished things up in the office.



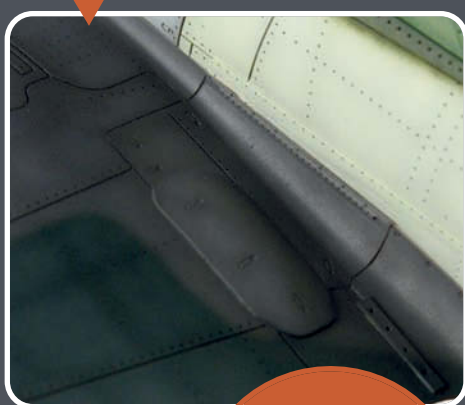
From here I moved on to the engine and wheel bays. The engine and firewall were assembled and painted according to the kit instructions, and following my same process of shadows and highlights used in the cockpit. With all of the prep work done at the beginning of the build, this was fairly quick and straight-forward. Eduard's engineering of the wheel bays is a little tricky with lots of parts and poor locator tabs, but with careful dry-fitting and thinning everything goes together nicely. With these assemblies completed, the fuselage halves and upper/lower wings were assembled without much fuss and the wings were attached to the fuselage. Here is where more fit issues arose. The

wing root gun covers are especially tricky, as even after following Eduard's instructions on further cutting out the holes in the upper wings and thinning the underside of the covers themselves I was still left with a very poor fit. But with some CA and Mr.Surfacer and lots of sanding and rescribing I was able to achieve an acceptable result. Eduard neglected a few key components of the exterior such as the wing root stiffener plates and the starboard exhaust shield, which I added from styrene.

Eduard did a nice job of riveting the model, but the amount of riveting was inconsistent with some areas having more than others, so I added additional rivets

for a more uniform look.

On the topic of accuracy, there are a few areas I felt needed to be addressed. Both spinners provided by Eduard are completely inaccurate in shape and size, and the prop blades are also the wrong shape and far too thick. I replaced both the spinner and prop with resin pieces from MDC intended for the Tamiya kit. These were a direct replacement for the kit parts. The second issue is the canopy and headrest/armor. The Eduard kit canopy is far too flat (both blown and standard), and the headrest/armor is undersized. For these I raided the spares box for parts from Tamiya's D-9, a noticeable improvement.



"The wing root gun covers are especially tricky"



"Eduard also made a nice job of riveting the model"



Paint and Markings

For me this was the most enjoyable part of the build. Since "Brown 4" was captured in a partially disassembled state and few pictures exist, speculation of its paint scheme is open to interpretation. There are many different profiles depicting many different marking possibilities, and I chose to pick my favourite parts from each and come up with my own scheme. Eduard's profile was nothing like any of the others and I chose to throw it out entirely.

The model was given a coat of primer for one final check of all seams and surface detail, and I also gave it a light pre-shading of Tamiya XF-52 Flat Earth as I wanted to just give a hint of a dirty look and a black pre-shade is too stark in my opinion.

For the camouflage colours I used Mr.Color lacquers thinned with Mr.Color's Leveling Thinner. The nose and tail were painted with RLM76, and the center section of the fuselage was painted "RLM84" for which I used Duck Egg Green (RAF Sky). For the upper camo on the fuselage I used RLM83 for the nose and RLM82 for the main section. From what I could see in the photos and profiles, there was no mottling on this aircraft, so the fuselage was done. The upper wings and tailplanes were painted RLM74/75, with a non-standard demarcation on the main wings which I interpreted to have been sprayed in the field so I sprayed over the red trim tabs. The underside of the wings is another area

of wild speculation, with every resource I had depicting it differently. I chose to use Jerry Crandall's interpretation from EagleCals No.126 as it was the most "patchwork" and went with the look I was going for. Most of the underside of the wing was RLM75 with some areas of bare metal for which I used various Alclads. The ailerons were RLM76, as was one of the flaps while the other was RLM75. There were also a few "touch-up" spots of primer depicted on some of the profiles, so I chose to add those from a light blue/grey colour.



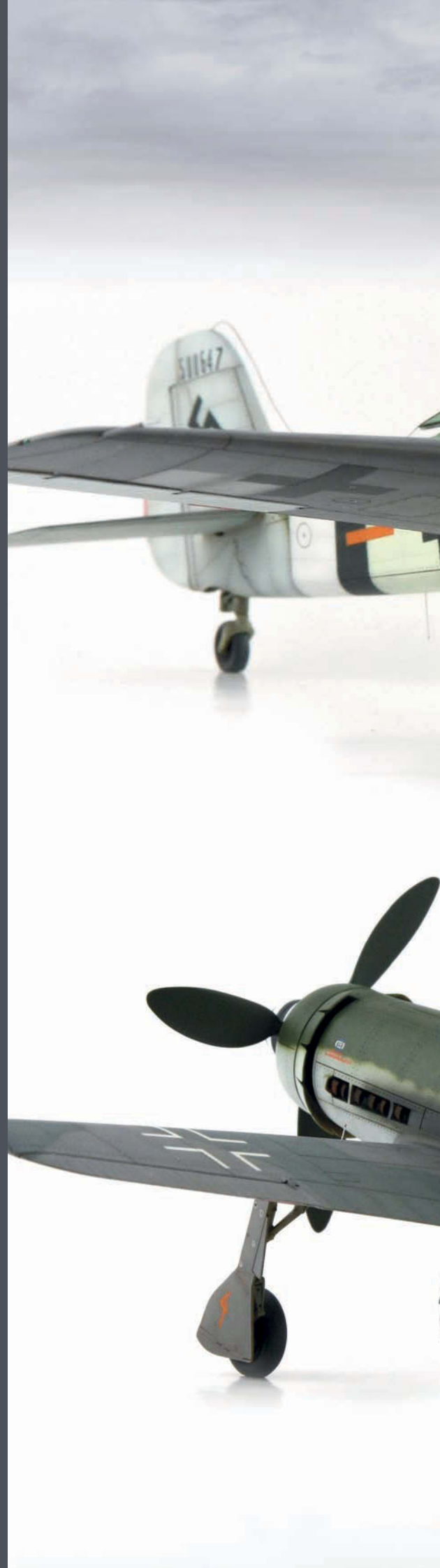


The insignia on the wings, fuselage, and tail were all sprayed on using Montex masks and Tamiya acrylics, as were the tail bands. For the remainder of the markings I chose to use EagleCals No.126.

"Brown 4" was built only a few short weeks before the end of the war, so weathering was kept to a minimum. I gave the model a brown wash using Windsor & Newton oils thinned with mineral spirits, and did light wing root chipping with a Prismacolor silver coloured pencil. The exhaust stain was airbrushed with Tamiya acrylics, heavily thinned with Isopropyl alcohol and slowly built up until I was happy with the look. I started out with a red-brown/black mix for the initial staining, followed by a dark grey for the more heavily stained areas and a light grey directly behind the exhaust pipes. The exhaust pipes themselves were installed at this time. These were simply painted with Tamiya Flat Black and then given a few applications of Rustall's rust-coloured pigment wash.

For the landing gear I replaced the kit wheels with Ultracast resin pieces, and added brake lines to the gear legs from wire. The attachment of the landing gear is a little intimidating as Eduard gives you a butt-joint attachment point instead of a pin and hole, but with careful attention things go together well – especially once you attach the actuator arms at which point things seem to fall into proper alignment.

The upper cowl gun barrels were replaced with Aires resin pieces from the spares box, and metal hypodermic tubing was used for the wing gun barrels. The kit pitot tube was replaced with one from Quickboost. A staple was used for the DF Loop antenna, and wire used for the Fug25 antenna as well as for the landing gear position indicators on the upper wings. I felt that neither the PE nor plastic Morane antenna provided by Eduard were an accurate depiction, so I raided the spares box again for one from the Tamiya D-9. This was modified to fit, and the end cut off and replaced with wire. Lastly, the aerial antenna wire was added using EZ Line, slacked for the tensioner-free blown canopy.



FW190D-9



Conclusion

The Eduard kit is not “shake and bake” by any stretch of the imagination, but with proper preparation and a little elbow grease it can be built into a very nice representation of Focke Wulf’s famous fighter. Looking at Eduard’s more recent releases, it appears they have learned their lesson that most modelers prefer to build kits closed up and have tooled their kits accordingly. Open panels and hatches are best left to the aftermarket! It’s a shame that they had to choose the Fw190 on which to learn these lessons as I would love to see a Wurger on par with the new Spitfire Mk. IX kit, but alas it is what it is. At least I now have my own 1:48 “Brown 4” in my display case, built from an injection-moulded kit.

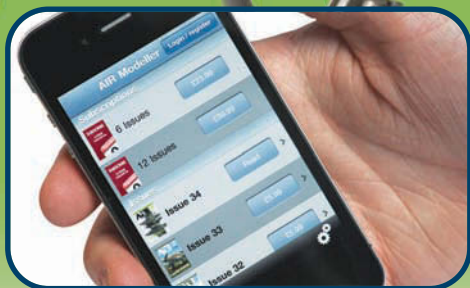


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Big Bird

BUILDING THE HK MODELS 1:32 FLYING FORTRESS

BY DAVID PARKER

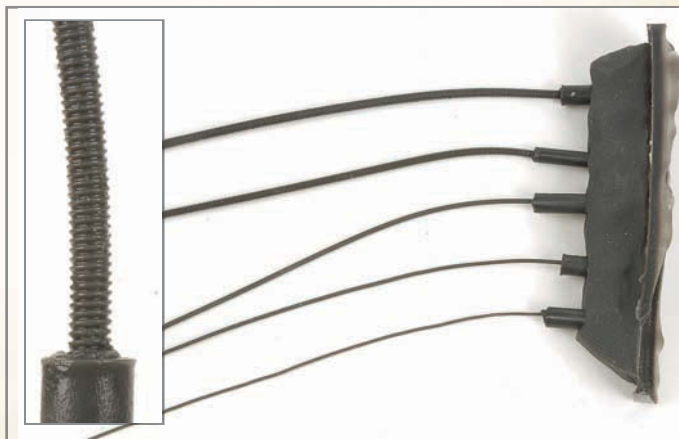
Welcome to Part two of the build and I will apologise now if it appears that I am jumping about between different areas of the assembly, but I find it helpful to switch around and to be able to work on one part while another dries. This time work continues on the interior of the fuselage with the radio compartment and some more work on the nose. I also managed to wrap up the detailing of the engines which will speed things up later and get some detailing done on the undercarriage. However with the rear half of the fuselage still to be tackled it will be a while before the fuselage is ready to be closed.



I added the rail which sits under the instrument panel and the support struts for the rudder pedals from plastic card.



The instrument panel was painted and I used the kit decals for the instrument dials which are mounted from behind. My attempts to glaze the dials with acrylic varnish were not very successful and it took several applications to get a reasonable appearance.



36 The completed instrument panel is installed with the other parts of the flight deck.

Model Design Construction have released some excellent flexible resin oxygen hoses in different sizes so I used these to replace my hand made versions in the cockpit and throughout the aircraft.



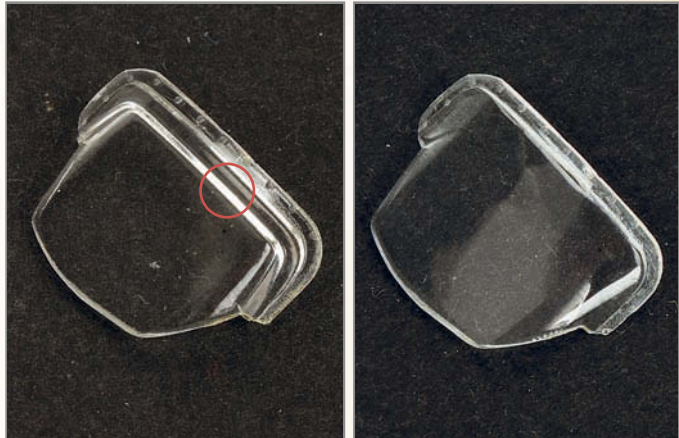
Here are the replacement oxygen hoses installed in the pilot positions, much better!



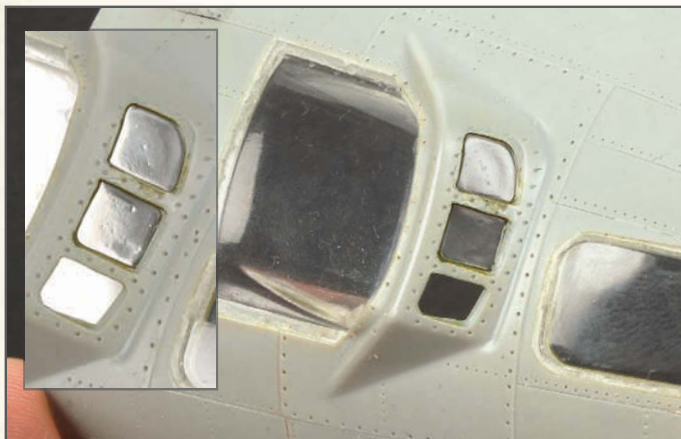
A little more work was needed in the nose and I added the lip of the tray that holds the ammo boxes from plastic and the double hose arrangement from lead wire. At this stage the wire has been shaped prior to painting and installation.



Here the hoses have been installed and the mounting clips added. Note also the loading instruction labels for the ammo boxes. These were drawn up on computer and printed out on decal paper.



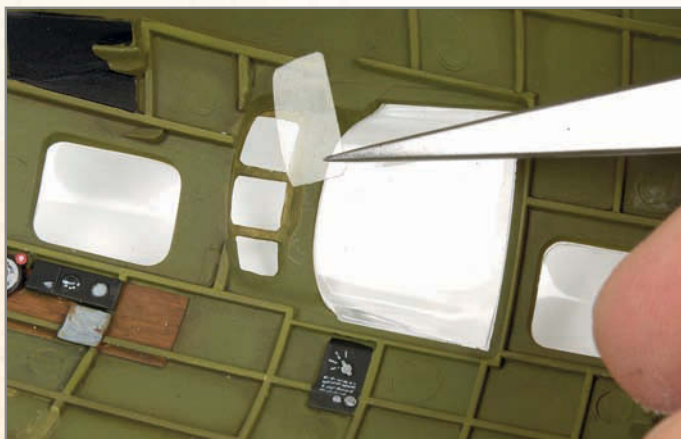
The pair of windows for the gun mounts on each side of the nose have a raised rib on their internal edge which shows up very clearly and is not present on the real aircraft. I ground off the rib and then polished the window for a more realistic appearance.



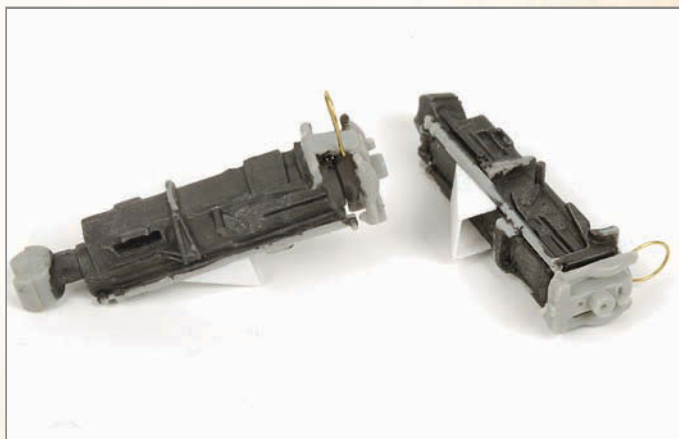
The smaller nose windows proved problematic. At first I tried to thin down the kit parts without success and I then tried to glaze the windows with PVA glue. This gave the great seam-free look that I wanted but the finish was not sufficiently transparent so I had to look for an alternative.



I decided to glaze them with pieces of acetate so I used a small spherical burr to thin down the window frame and make a rebated area to fit the glazing. Extreme care is required to avoid damaging the thin cross bars.



New acetate windows were cut and test fitted. I fitted them as two individual window panes rather than the single one seen here in order to achieve the best flush fit to the frames. Having tried to glue them with PVA I had to switch to CA glue and risk CA vapour marks which I hoped would clean off.



The pair of nose guns were modified slightly with the big sink mark on the right hand side of each gun having been filled. This is a common fault across all the .50 Cal guns in the kit so it is worth tackling this in one hit. I added the chute under the mount and the rear ring which is used to hang the gun when not in use.



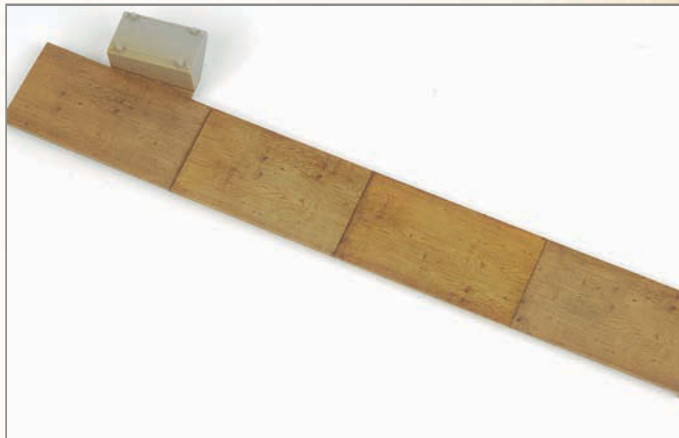
Time to fit the weapons into the window mounts and I modified each pivot mount on the guns by adding the top lip from a curved section of plastic.



The guns are a snug fit into the window and were simply glued into position. Fixing them at this stage would help in positioning the ammunition feed chutes.

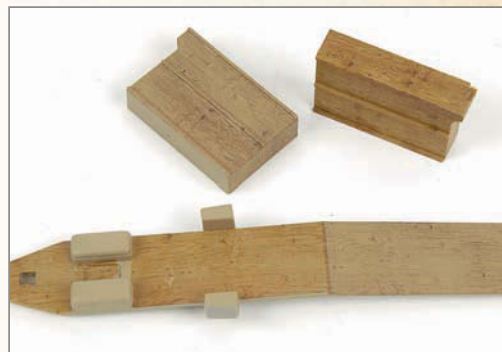


The other nose gun positioned in the window. The guns are clipped up with hangers from the roof to counterbalance the weight of the breach.

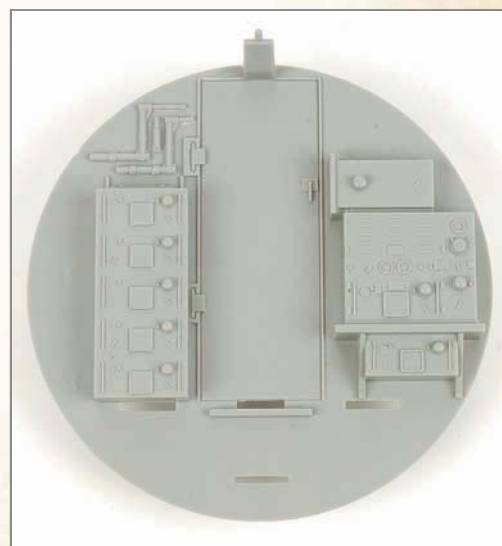


The gangway from the rear fuselage was divided up into four sections and treated with the Uschi van der Rosten decals as with the other wooden parts.

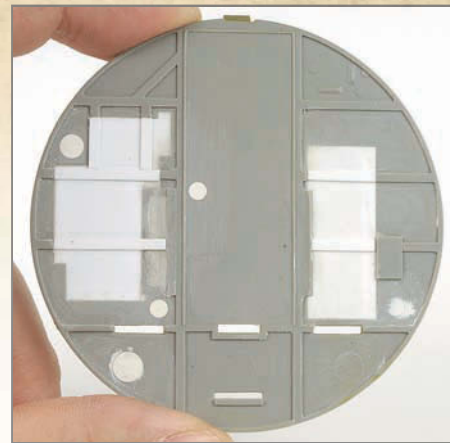
Below Test fitting the floor with the nose and its all looking rather good, I just have to work out how I am going to connect the ammunition feed chutes to each of the guns whilst the two halves are separate!



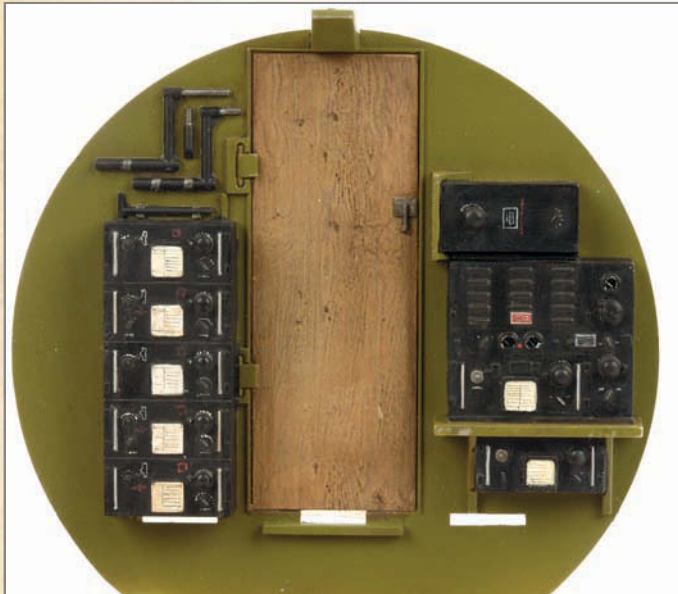
Likewise the tail gunner's floor was also treated and I used the decals to cover the waist position ammunition bins.



The rear radio room bulkhead requires some attention. On one side the radio equipment is moulded in situ.



The payback however is two huge recesses on the reverse of the part. Needless to say these are not a feature of the actual aircraft. It also has two moulded ammunition boxes for the ball turret integrated into the wall. I can find no evidence for this kind of ammo mount for the ball turret, so these were cut away and the holes were filled with plastic sheet. The missing rib detail was then added and I tried to ensure that I had a smooth finish, not easy to achieve in between the ribs.

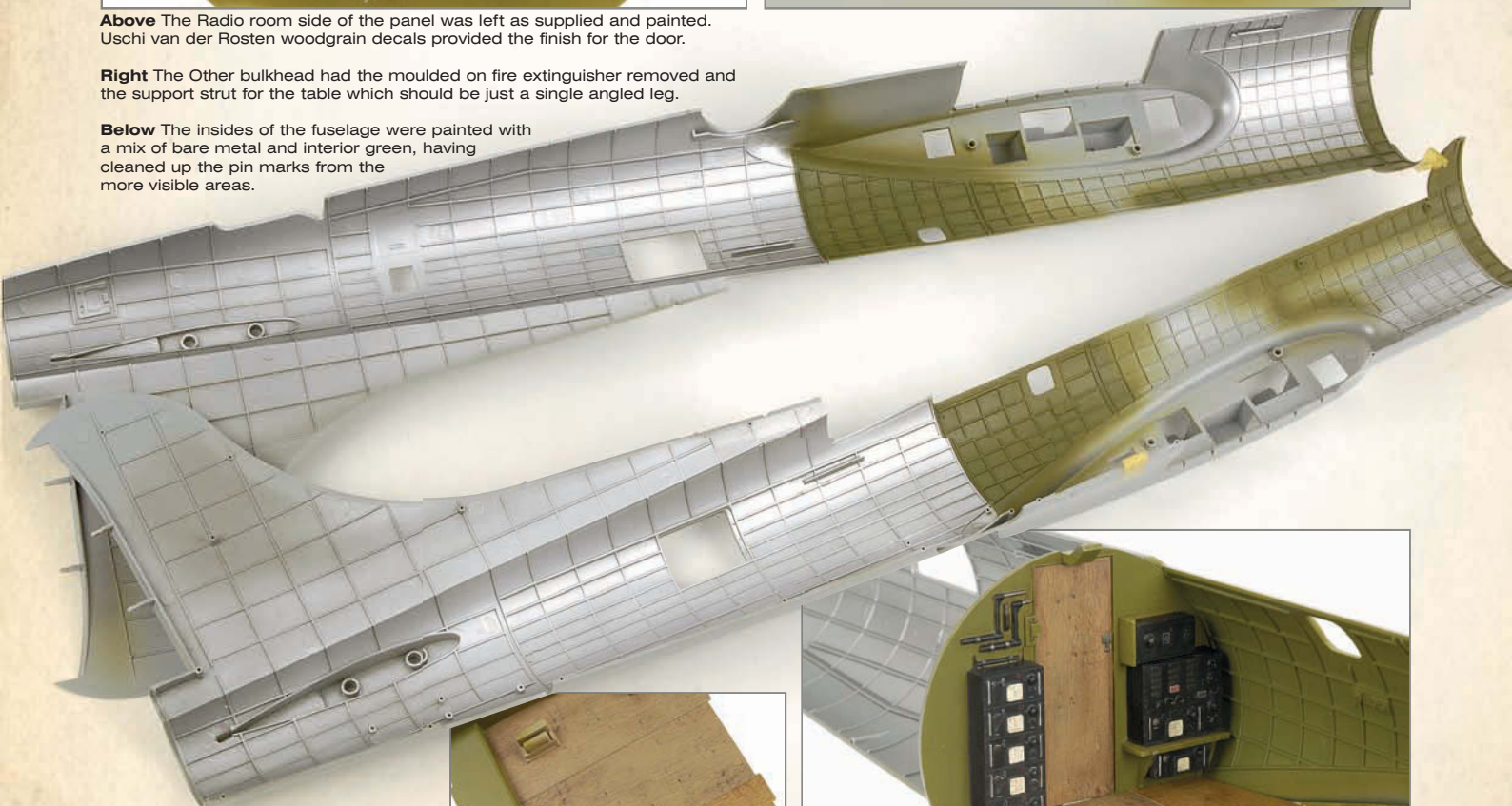


Above The Radio room side of the panel was left as supplied and painted. Uschi van der Rosten woodgrain decals provided the finish for the door.



Right The Other bulkhead had the moulded on fire extinguisher removed and the support strut for the table which should be just a single angled leg.

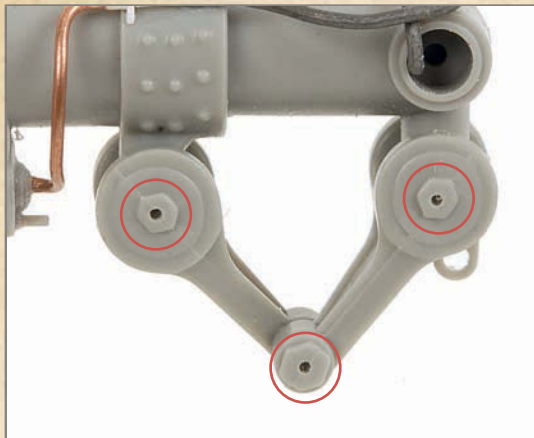
Below The insides of the fuselage were painted with a mix of bare metal and interior green, having cleaned up the pin marks from the more visible areas.



Right I scribed panel lines into the floor of the radio room and applied Uschi van der Rosten decals. When masking the green areas I managed to accidentally peel off a section of decal so a new patch had to be cut in.



The radio room bulkhead test fitted into the fuselage.



On the main undercarriage struts I drilled out the holes at the centres of the fixings on the scissors link.



Work also started on the cables using lead and copper wires.



The limitations of the moulding process mean that the tread pattern on the kit tires (left) does not have a consistent tread pattern. I decided to use the replacement Eduard Brassin wheels No.632017 which correct this problem.

The brake cables were completed and I used small pieces of Albion Alloys 0.5mm aluminium tube to slide over the lead wires for the cables.



The Eduard wheels also have more detailed hubs and even provide the Good Year logos on the sidewalls.

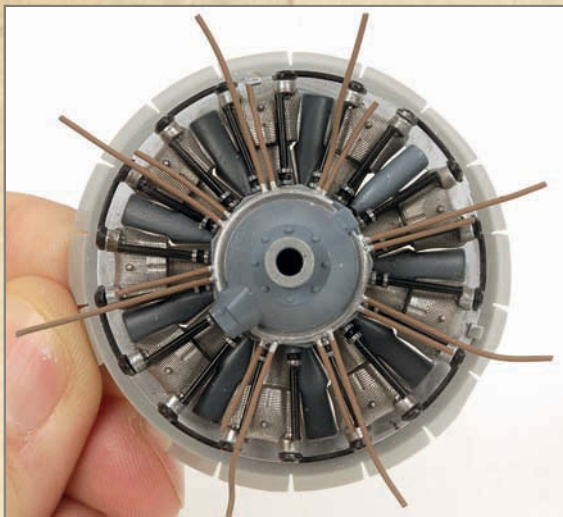


The wheel bays were assembled from the box and fitted without any modifications. Here work is underway on painting the wells before weathering them.



The ailerons were assembled and they have a stepped profile on their trailing edge. I did my best to give a more chamfered profile by sanding them down without damaging the raised rib detail.

Both ailerons have trim tabs which is wrong as the tab is only on the port aileron, so the starboard one was filled in.



Work continues on detailing the engines and the ignition wires that I had already added in the previous issue were painted a mid brown colour.

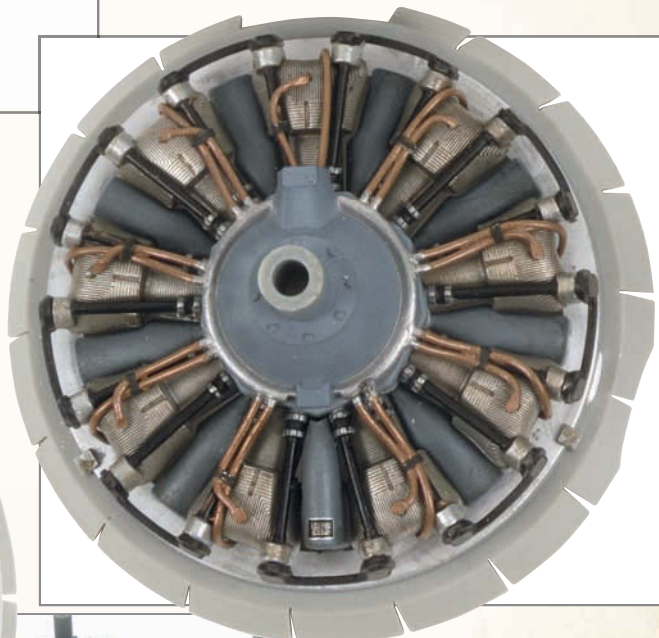
Right The parts of the engine have not yet been fixed so that the central hub can be removed in order to help access in the next stage. Strips of self-adhesive aluminium foil are used to tie the pairs of wires to the push rods.



The progressive stages of the plumbing are seen here and once the wires have been tethered to the push rods the hub assembly can be glued onto the cylinders. The individual cables are then aligned with each of the two spark plugs on every cylinder, one front, one back.



I used pliers to nip the ends of the wires and make a flattened connector where they attach to the spark plugs. Some of the paint has been damaged during this stage so this will have to be touched up. I also added a placard from the Archer Fine Transfers generic placard dry rub decal set.



A final touch to the cables was to brush paint Alclad copper over them to give a slight metallic finish to each of them. A wash of engine oil was applied to give a more used look to the motors and the insides of the cowlings were sprayed in Alclad Aluminium.

Detailing the four engines was a slog and extremely repetitious but the finished result has lifted the detail and was well worth the effort.



The Project continues in the next Issue

WINGNUT WINGS 1:32





ROLAND D.VIA

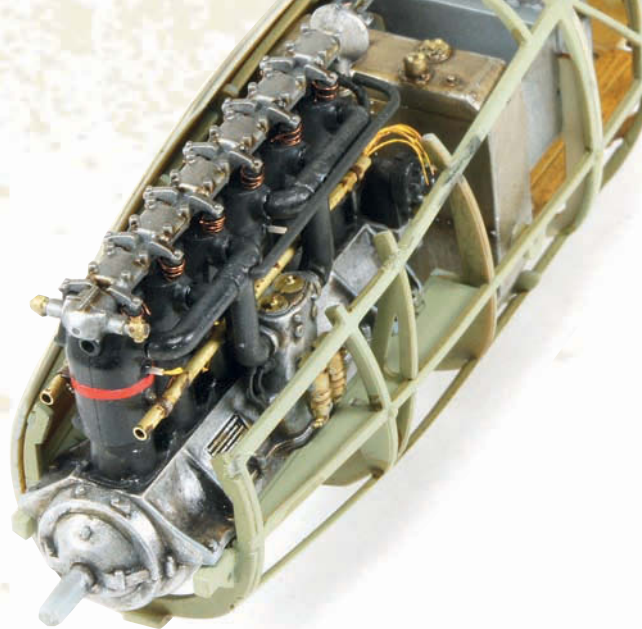
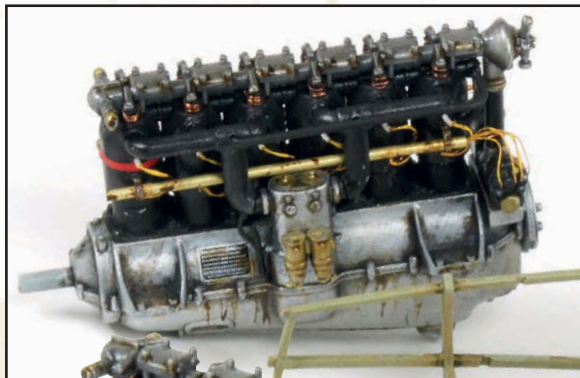
BY MICHEL GRUSON

Once more, Wingnut Wings delights us with an excellent copy in 1:32 of this sophisticated German fighter. As usual, all necessary ingredients are provided to achieve a splendid model in this high quality kit.

From the five suggested markings for this Roland, I chose aircraft 3615/18 with its natural wood finish fuselage as it offers the challenge of recreating the wood finish and brings out the superb lines of this fighter.

ENGINE

Let's begin with the Mercedes engine, which is a model in its own right because of the high number of parts and the excellent reproduction of the details. The very clear instruction book provides plenty of photo reference of the real engine to help us to achieve this stage successfully. I made some small additions by reproducing the electrical wiring system along with the rocker arm springs, made using copper wire of the right diameter.

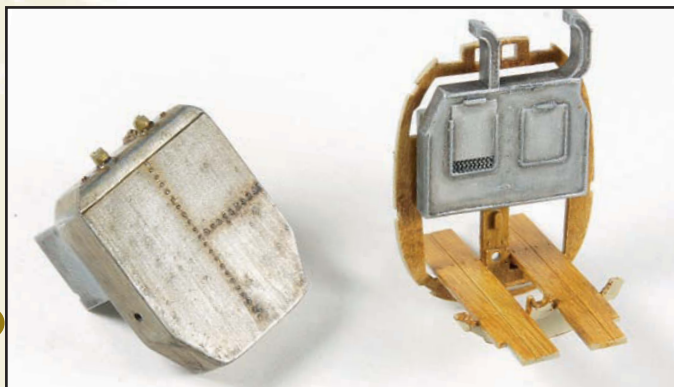


The assembly is extremely easy and makes the painting truly enjoyable. Each piece has previously been painted before the assembly: the cylinders in black while the rest received an aluminium finish. The aged finish is made with acrylic ink and pigments diluted in water. The exhaust pipes have been painted with a first layer of brown black; then rust, brown and charcoal-grey pigments are diluted in water and applied as a wash.

COCKPIT

All the cockpit wooden parts and the insides of the fuselage are assembled and in order to create the wood grain, a first layer of H318 Gunze is sprayed. Afterward Burnt Umber oil paint is applied using a thin brush so as to replicate the patterns of the wood, and again the instructions provide excellent reference for this. Satin varnish is then sprayed to protect the whole thing. Finally, Sepia acrylic ink was applied as a wash to increase the details and add depth to the finish.

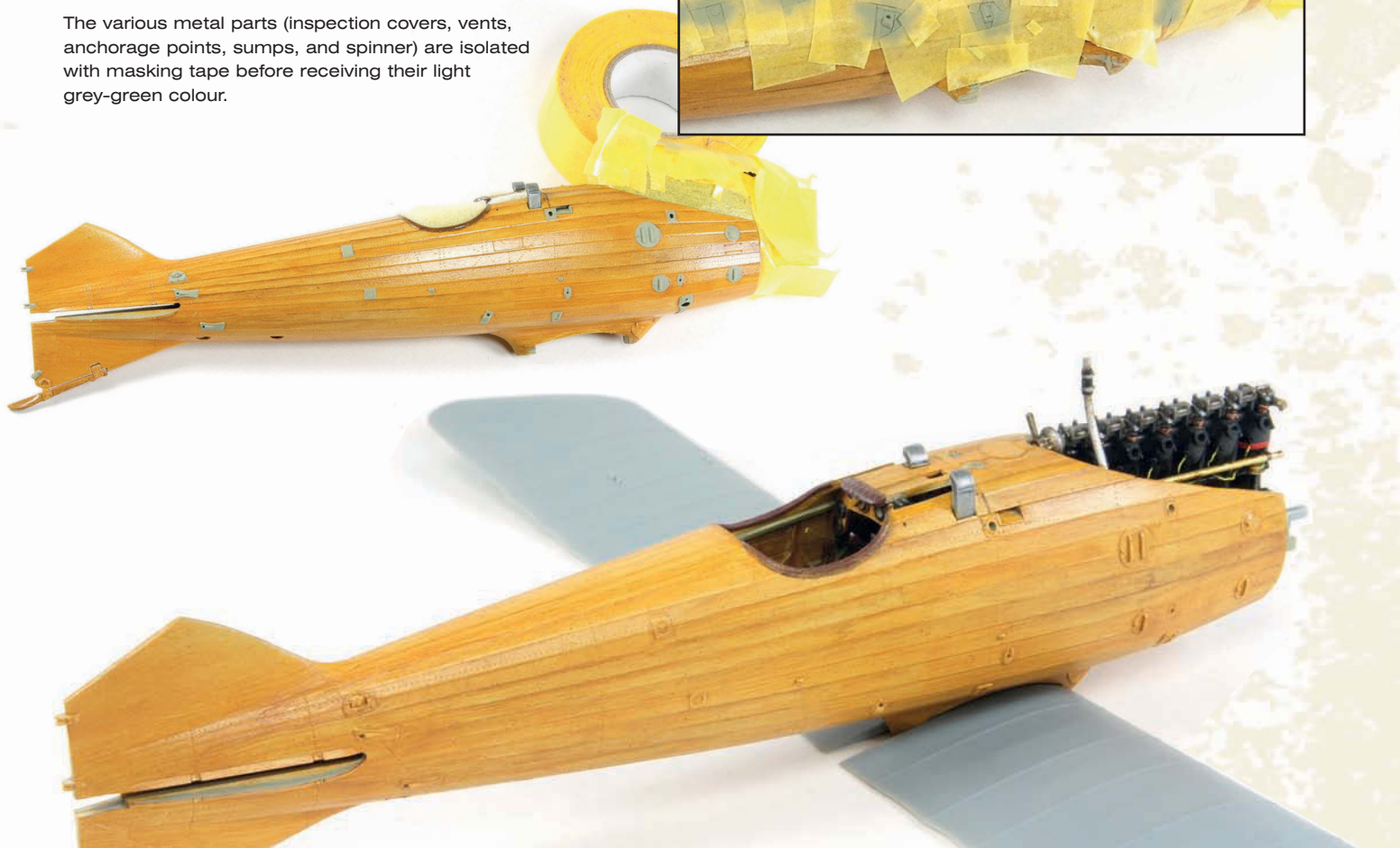
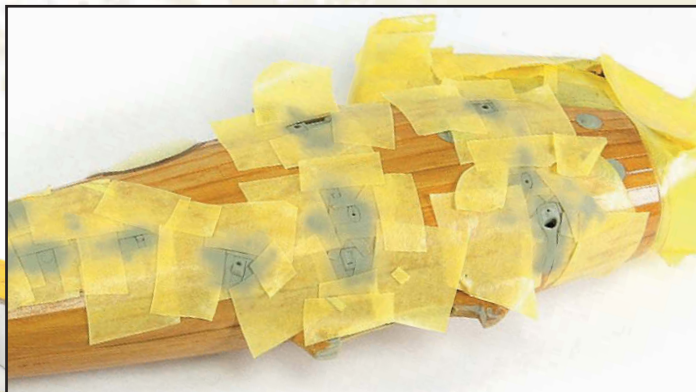
The instrument panel had the kit decals applied and they were treated with Microset softening agent, and received a drop of white glue to give the impression of glass. The ammunition locker and the fuel tank are painted with metallic base colour. They are liberally weathered and dirtied with dark pigments and sepia acrylic ink washes.



FUSELAGE

The outside of the fuselage is now painted using the same techniques as used for the inside: a layer of H318 Gunze is sprayed over the whole thing which is then treated with Burnt Umber oil paint. The application is made with a thin paintbrush dragged lengthways, taking care to strengthen the shades where the wooden laths meet.

The various metal parts (inspection covers, vents, anchorage points, sumps, and spinner) are isolated with masking tape before receiving their light grey-green colour.



DECALS

The high quality fuselage decals, produced by Cartograf are applied without problem and fixed with a varnish layer.



Much more care will be required to apply the decals on the wings, using Microset softener in large quantities. Here too, like the fuselage, after complete drying a varnish layer is sprayed to fix and protect the work. Then Tamiya Smoke X-19 is sprayed on either side of each wing rib; for this I used masking tape which can be repositioned at will.



The wheels are first painted in medium grey before adding the decals on the hubs. A drybrushing with Naples Yellow is made on the most light raised areas whereas a dark wash is put on the hollow parts so as to highlight the level of contrasts. The landing gear is painted with light grey-green and the straps in light brown. It is then treated with various washes and pigments to make the whole thing look older.



Let's carry on with the propeller which received a light beige and light brown layer, using masking tape to define the different colours. Then, Burnt Umber oil paint is applied with a paintbrush and dragged over the propeller to enhance the woodgrain effect. Gloss varnish is applied in preparation for the decals for the propeller manufacturer's logos followed by several more layers of gloss varnish.



DETAILS

For the Spandau machine guns, I used the Master turned brass barrel set to increase the levels of detail. They are first painted in black and then drybrushed with aluminium pigments.



We now reach the setting up of the rigging, a tricky stage which can severely test your patience! In order to ease the task, I chose to use EZ-LINE elastic thread, and GasPatch Models turnbuckles and copper wire loops.

The first stage is that the turnbuckles and the loops that will hold the EZ-LINE threads are stuck into their appropriate places on the wings. For the turnbuckles, the angle has to be respected, and must be assessed according to the opposite anchorage point. It then only remains to join the threads once the upper wing is glued.



ROLAND D.VIA





The external control cables of the rudder assembly are made from stretched plastic wire having the advantage of being stiff, which will make their alignment easier. I still had to create their fixing connections to the rudder horns. In order to achieve this, I used copper wire loops which were inserted into the ends of small lengths of micro tubes.

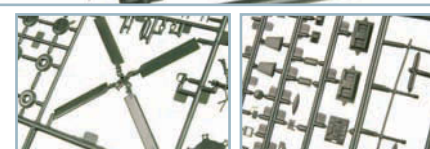
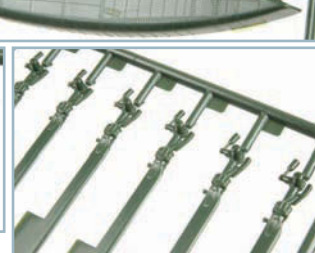
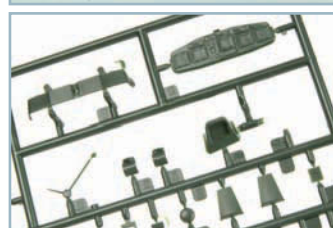


Looking back over the project and this very beautiful biplane, I can say I truly enjoyed assembling this excellent replica of the Roland.VI so skillfully produced by Wingnut Wings. Now I only have to choose the next model I'll work on from this prolific brand !



AIR RORN

new releases



Revell 1:48 CH-53 GA

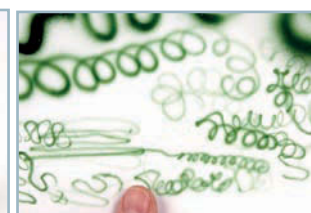
Revell have done exactly what the German Army has done and updated their Sikorsky CH-53 to the GA (German Advanced) version. This makes a huge model in 1:48 with the fuselage almost the length of the box. Moulded in dark green styrene that Revell often use (which I'm not a fan of) this original kit dates back to 1995 if I'm not mistaken and unfortunately shows its age in places with our sample carrying plenty of flash to clean up. On the positive side the airframe has some delicate rivet detail and the new sprue of updated features shows the tooling and moulding we have come to expect from Revell over recent years, nice and sharp! A page of Revell's busy instructions have a whole host of

measurements to make and holes to drill to allow the retro-fit of the new 'GA' parts, certainly a step to take time over. As this is a transport version the interior is quite spartan and we're left with a lot of parts unused on the sprues. A large decal sheet is very comprehensively detailed with beautiful detail and offers two up-to-date German aircraft. With competition from Trumpeter on these large scale 'copters Revell can always be relied on giving modellers a lot for their money and a sound basis for some extra detailing. Revell kits are available at good toy and model retailers. For further information visit www.revell.eu or email ukbranch@revell.de

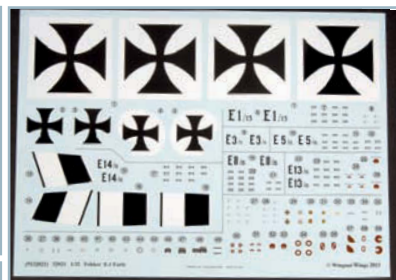
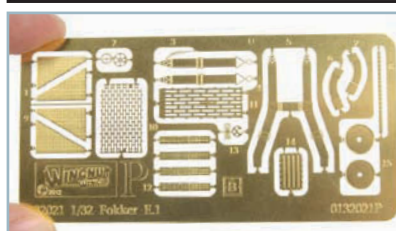
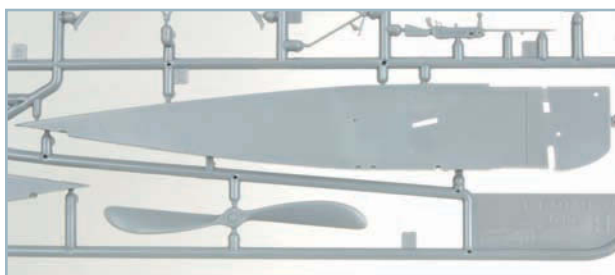


Neo for Iwata TRN1

This is a rather swanky gravity feed trigger airbrush which joins Iwata's budget Neo range and comes with a 0.35mm nozzle and a choice of interchangeable screw in paint cups. This airbrush with its pistol grip sits perfectly into your hand for an entirely natural and comfortable working position which should prevent the dreaded 'airbrush claw' cramp. The trigger action is well balanced with reasonable resistance to pull against and with a very smooth action. The screw adjuster at the back of the handle can be used to restrict the needle travel if you want to work below a selected spray size, but this is not a feature that I ever feel comfortable with. If you are used to a double action airbrush, the trigger can seem a little strange to begin with as the initial movement on the trigger will release the airflow but no paint. Pulling further back retracts the needle and allows the paint to flow and obviously the more you pull back, the wider the spray pattern. You quickly get



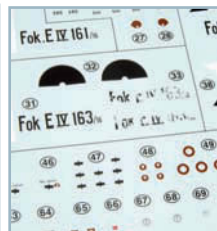
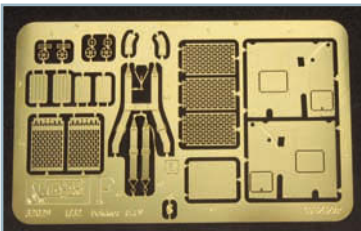
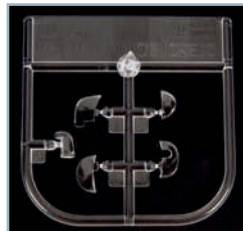
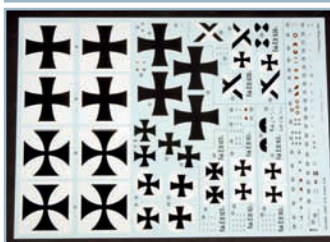
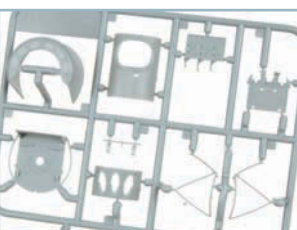
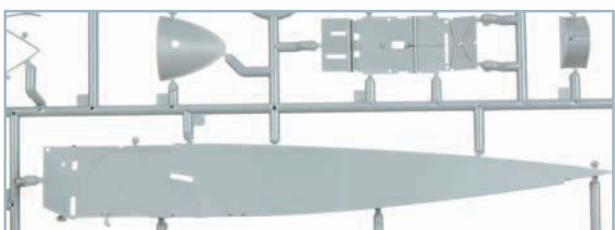
the feel and its actually a very good way of working. The large 10cc cup makes the brush great for tackling those larger paint jobs like your 1:32 four engined bombers and switching to the smaller 2cc cup offers a less obstructed view over the top of the airbrush nozzle for more delicate close up work. The airbrush is quite capable of handling fine line work and a quick test with some Vallejo Air colour straight from the bottle produced lines down to about 0.5mm wide and no doubt a thinner paint mix would improve on this. Overall this in no way feels like a budget product and operates superbly as an excellent all round brush. If you are looking for a versatile airbrush that will cope with general modelling requirements and still cope with a scribble pattern camo scheme this is it. The Neo Trigger and the rest of the Iwata range area available from the Airbrush Company. For full details visit www.airbrushes.com



Wingnut Wings 1:32 Fokker E.1 Early

Wingnut Wings have followed up on their superb Fokker E.II/E.III kits with this new Early E.1 example. Building the E.III was immense fun and these are pleasingly uncomplicated models so it is great to see two more examples of the Eindecker released. The new kit carries over some sprues from the last one but there are entirely new wing and fuselage sprues, for the shorter fuselage and narrower wingspan of this version. The kit offers the option to mount the initial Parabellum armament or the more successful later Spandau with different cockpit coaming parts to accommodate this and optional photoetched gun sleeves. Anyone who built the previous kits will recognise the superbly detailed cockpit tub which comes complete with photoetched seat belts and only requires rigging wires to complete it. The tiny rotary engine is another new sprue for this kit

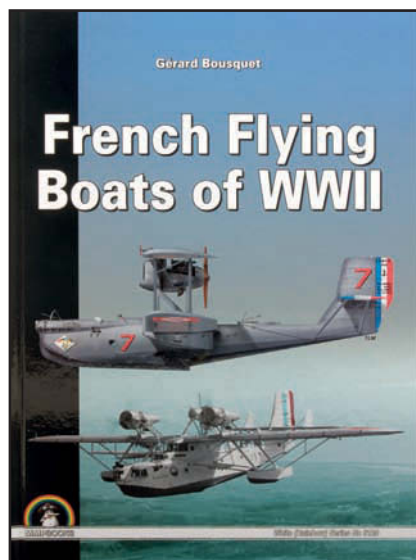
and the detail is such that it only needs the spark plug wiring adding and as this is at the back of the engine is not compulsory. Optional walkway panels for the wings are provided as photoetched parts and as usual Wingnut Wings excellent instruction book provides a full guide to rigging the E.1. Five different schemes are provided on the decal sheet, all quite similar at first glance but there are some great opportunities to recreate the heavily oil stained fuselages of some of the schemes. Another classic Wingnut Wings release which continues their incredibly high standards and one that offers a good entry subject given its relative simplicity and if you haven't tried one yet - why not? For full details of this and the rest of the range of kits visit www.wingnutwings.com



Wingnut Wings 1:32 Fokker E.IV

The second Wingnuts release depicts the final version of the Fokker Eindecker and this kit gives you the option to model the triple Spandau mounting of the prototype as well as the twin mount of the production type. If you choose the prototype version you will have to shave off the cowling detail from the front of the fuselage shells and replace them with photoetched panels provided. There is a new crisply detailed 160hp Oberursel rotary engine and with all the internal cowling frames provided you can model the engine with the cowlings removed if you wish. The kit comes with the bigger wings that were required to work with the more powerful engine and of course there is the raised fairing for

the cockpit and gun mounts which changes the familiar appearance of the aircraft. As before you get the stunningly detailed cockpit complete with photoetched seat belts and the lavishly illustrated full colour instruction booklet is on hand to explain and educate with a crash course in the intricacies of Eindecker design. Full colour profiles are supplied to illustrate the choice of five different schemes provided on the stunning Cartograph decal sheet. This even features part-faded serial numbers for selected schemes. Another stunning addition to the Wingnut Wings range. For full details of this and the rest of the range of kits visit www.wingnutwings.com



French Flying Boats of WWII

By Gerard Bousquet

Published by Mushroom Model Publications

Hardback 232 pages

www.mmpbooks.biz

ISBN 978-83-63678-06-7

MMP are always a reliable source of information on the more niche subjects of aviation history, here's another title sure to fill out your knowledge if French aviation is your thing, and more precisely Aéronautique Navale and its flying boats. All of the operational aircraft of various sizes are featured in detail with MMPs usual modeller friendly visual reference in the form of period photographs, high quality colour profile illustrations and plans with



some beautiful French schemes and also Luftwaffe operated aircraft illustrated. A section comparing the strengths and weaknesses of each sides hydroplanes at the outbreak of War in 1939. Invaluable information if this is one of your fields of interest and nicely presented in this hard-backed format although expect to pay a little more than MMPs soft-back prices.



Aircraft Manufacture in Bulgaria

By Dimitar Nedialkov

Published by Armstechno Ltd / Opticoelectron Group

Hardback 188 pages

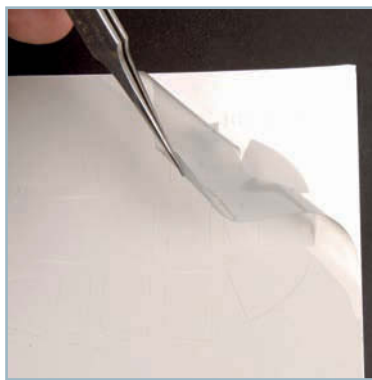
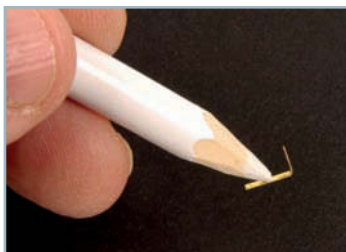
Dual language English / Bulgarian

ISBN 978-954-92426-1-4

If you thought French flying boats was a niche subject, what about this? Starting with the origins of manufacture in Bulgaria each chapter then focusses on three series of aircraft and the various versions covering DAR, KB and LAZ built machines right up to the late 1950s. The book is packed throughout with some excellent quality period photographs which surely must be considered rare



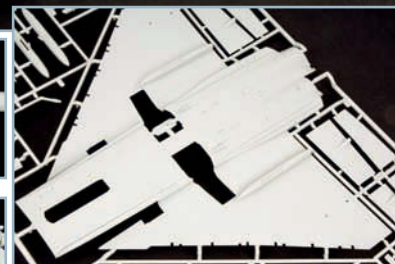
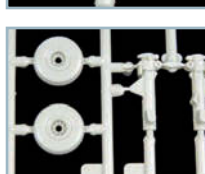
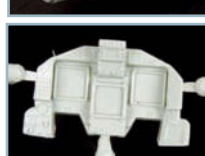
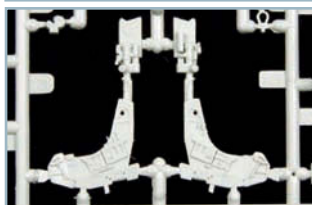
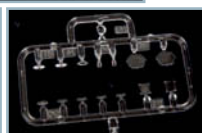
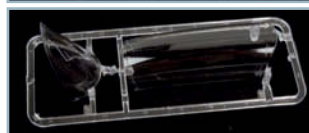
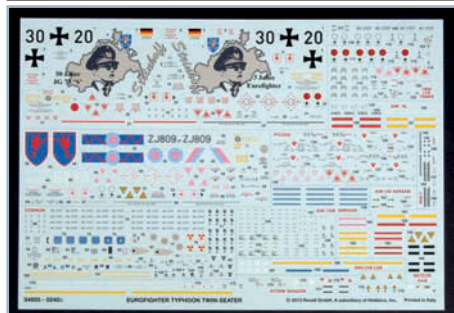
due to the subjects featured although limiting to the modeller as reference due to a lack of mainstream available kits. A selection of excellent illustrated profiles offer a burst of colour although only a side view of each subject is shown. A nice quality book albeit of limited appeal to modellers of the more usual topics, a must have though if this is an area of interest historically to enthusiasts.



Radu Brinzan Accessories

Some diverse new releases here from RB Productions starting with a set of decals for the Romanian I.A.R. 81 which is available from some of the short run injection moulders. Fourteen aircraft markings are offered with a detailed history of each printed on the nicely produced colour profile guide. The decals are high quality printed by Fantasy Printshop and available in 1:72, 1:48 and 1:32. Next is a clever idea for picking up those minute parts we insist on frustrating ourselves with, the 'Pick-up Pencil' has a very dense waxy core which has the benefit of being able to be re-sharpened or shaped to suit. This really works, we've tried it on plastic and photoetch parts and has enough 'tack' to comfortably hold small parts for positioning without the fear of the dreaded tweezer 'ping', liquid cement doesn't effect the pencil's core either. Another item

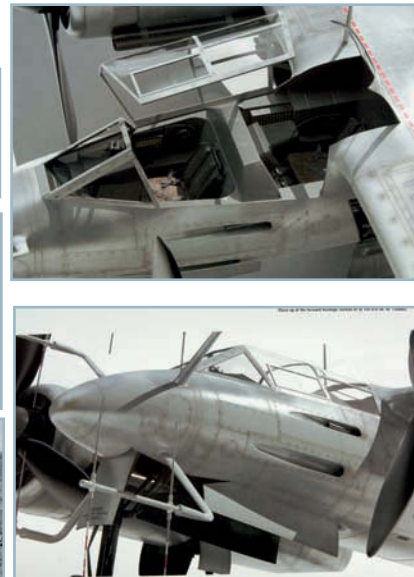
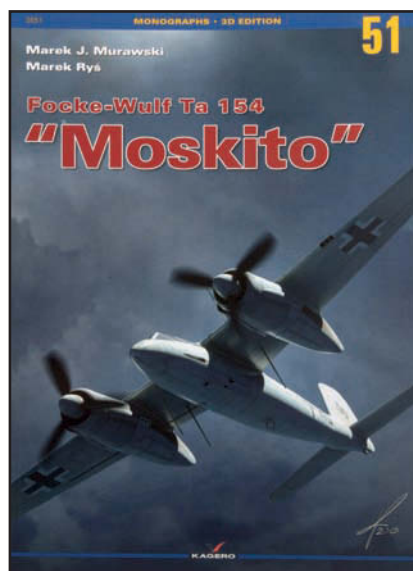
for the workbench are some neat adhesive applicators. These are produced as photoetched parts and can be used as supplied or gripped in a jaw of a craft knife. The trick is here that the pointed end has a tiny jaw which acts as a 'well' for the adhesive, thinner glue requires squeezing the jaw closer together and dried on adhesive can simply be scraped off. Finally from RB is a set of glazing masks for the new Tamiya Corsair, in just too late to be used by Jamie on his build in this issue! Printed masks are provided in the kit but require cutting, here the cutting is already done and the masking film is ready to peel out and apply. Take a look at www.radubstore.com where you can view and purchase the full range of high quality upgrades and tools.



Revell 1:32 Eurofighter Typhoon twin seater

An aircraft kit with close to four hundred and fifty parts promises something special, and this is the two seater version of Revell's previous mega-kit of the Typhoon. Also offered by Trumpeter, the Revell kit seems to have the edge regarding accuracy of shape in general albeit with a few fit issues and poor intakes, generally the detail is good and sharp across the multitude of grey sprues. This is a huge model which is immediately apparent when you see the lower wing and fuselage single part and the multiple sprues of stores including 4 METEOR Guided Missiles, 4 AMRAAM Guided Missiles, 2 Sidewinder Missiles, 2 IRIS-T Guided Missiles, 2 ASRAAM Guided Missiles for the RAF Version, 2 Laser Guided Bombs, a choice of two TAURUS Guided Weapons and 2 Storm Shadow Guided Weapons for the RAF Version. We're also again

provided a full EJ200 engine and trolley to form an impressive display should you wish. The new canopy is a huge piece and very nicely done but requiring the removal of a central seam. The decal sheet provides a German and RAF versions with comprehensive stencils and markings for the missiles and bombs which does nothing to help Revell's usual busy instruction sheets. The final point is one that effects most of our kit buying decisions- the price, and again Revell deliver terrific value for money allowing the modeller to add some aftermarket parts and keep within a decent budget. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu or email ukbranch@revell.de



Monographs 51, 3D edition, Fw Ta 154 'Moskito'

By Marek J Murawski and Marek Rys

Published by Kagero

Softback A4 104 pages)

www.kagero.pl www.casematepublishing.co.uk

ISBN 978-83-62878-72-7

Number 51 in this series focusses on this rare bird of the Luftwaffe starting with a good general overview of the aircraft's development and history enhanced with period photographs and details of the few 154s deployed and their eventual fate. The photographs vary in quality as you'd expect with the rarity of the subject. Plans are offered in 1:72 containing detail changes of the various production versions along with a couple of colour profiles. The unique insight these books provide is a 'virtual walk around' of



fully detailed 3D renderings of the subject giving the kind of views not usually possible with black and white photography with details such as instrument panels, gun bays and landing gear covered comprehensively providing clear modelling reference in full colour. Obviously we're relying on the accuracy of the drawings as reference but you'd be very hard pushed to find so much information on this aircraft in one place at such a reasonable price.



Monographs 52, Vought F4U Corsair, Vol. 1

By Tomasz Szlagor and Leszek A Wieliczko

Published by Kagero

Softback A4 104 pages)

www.kagero.pl www.casematepublishing.co.uk

ISBN 978-83-62878-73-4

A very timely release which ties in a treat with Tamiya's new big scale Corsair as featured this issue, this is a great concise history outlining the development of the XF4U-1 proto, F4U-1, F4U-1A, 1D and also the F4U-2 night fighter and the high altitude prototype XF4U-3. Lots of quality period photographs of serving aircraft feature throughout all chapters offer food for thought for the modeller coupled with some beautiful colour profiles presented in a



large format. Chapters on specific operations draw on original documents from the serving Marines fighting in the Solomons campaign and the offensive against the Japanese fortress of Rabaul in 1943 and 1944. A really nicely presented reference with some very informative easy reading for any enthusiast of the PTO and a must if you've treat yourself already to the new Tamiya kit.



Kagero 'Units No5' Decals, JG2 'Richthofen'

By Marek J Murawski

Published by Kagero

Softback 28 pages (plus decal sheet)

www.kagero.pl

www.casematepublishing.co.uk

ISBN 978-83-62878-701-3

We really like Kagero's format with these compact references complete with decals, the famed Luftwaffe unit JG2 is presented here with a chronological overview supported by over forty period photographs (including some real beauties) and high quality colour profile illustrations. The colour profiles support the decal sheet,



which is printed by the renowned Cartograf and give us the option of two 109s and two Fw190s all in 1:72, 1:48 and 1:32 with good extensive background detail to the particular aircraft. Top quality all-round, recommended.



Kagero 'Mini topcolors 37' Last hope of the Luftwaffe Me 163, He 162, Me 262

By A Wrobel, J Pasieczny, M Goralczyk and S Schatz

Published by Kagero

Softback 16 pages (plus decal sheet)

www.kagero.pl www.casematepublishing.co.uk

ISBN 978-83-62878-71-0

The ever popular late Luftwaffe aircraft are given the Topcolors treatment with no less than ten schemes in 1:72, 1:48 and 1:32. No period photographs are offered but the pages are packed with superb colour profile illustrations. Three options are detailed for



the Me 163 and 262 and four on the He 162 with detailed text on each aircraft. Cartograf again are the producer of the decals which are of the highest quality. Great value and quality from Kagero and nice timing with Meng releasing a 163 in 1:32.



Kagero 'Mini topcolors 38' Fw 190s Over Europe Part II

By Maciej Goralczyk and Janusz Swiaton

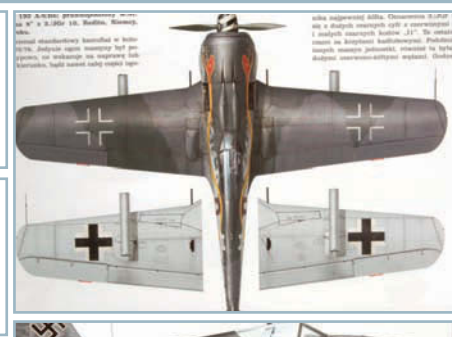
Published by Kagero

Softback 16 pages (plus decal sheets)

www.kagero.pl www.casematepublishing.co.uk

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If our Focke feature has whet your appetite and you're rummaging through the stash of kits, this new Kagero release may just give you the final nudge to get started! Eight colourful schemes are offered as beautiful four-view illustrations from A-2s in 1942 right through to the War's end with A-8s and A-9s (although no long nosed versions as Jason Brewer's project). Again, there are no



period photographs but the profiles each have detailed text of the subject aircraft's history. The usual three scales are offered which makes for a large four colour Cartograf printed sheet and a smaller black and white one. More superb quality and value. Our thanks to UK distributors Casemate UK for our Kagero samples.



Tommy's War 1:32 WW1 RFC Flight Crew

Tommy's War figures have been quietly establishing themselves as high quality range of World War One 1:32 / 54mm figures and until now focussed on Military subjects. Now they have released two new Royal Flying Corps figures, designed to work individually or as a pair they are of course ideally suited to finish off your chosen 1:32 biplane project. Figure TW54017 depicts a Sergeant of No.4 Squadron, Royal Flying Corps in Belgium, 1915. He is wearing dress uniform and comes with a choice of two heads, one with peaked cap and one with sidecap, and both with period big

tash! The second figure, TW54018 also depicts a Sergeant of No.4 Squadron, Royal Flying Corps in Belgium, 1915, this time in flying uniform. He is demonstrating his recent combat moves and this figure comes with just one head but does include a separate flying helmet to place on the ground or on the wing. Top quality sculpting and casting make for a pair of very attractive crew figures - simply add paint! For more details of these and the rest of the range visit: www.tommyswar.com



Masterbox 1:32 RAF Pilots, WWII Era

More Pilot figures now with this new injection moulded set from Masterbox who know how to produce some excellent 1:35 figures. Great then to see them offer figures suited to the aircraft modeller in the slightly larger scale. The set contains three pilot figures and supporting Red Setter dog/groundcrew. Two of the figures are in very relaxed casual standing poses but wearing Mae West's in readiness for combat. The third figure is using his hands to demonstrate his manoeuvres to his colleagues and is still wearing his parachute and has pushed his flying helmet off the back of his head. The dog can be modelled to be holding a parachute pack in an appealing option. The quality of the moulding is excellent and the faces have plenty of detail and period hairstyles too. Perfect for grouping around your Spitfire or Hurricane and well worth checking out. www.mbltd.info for details of these and the rest of the Masterbox range.

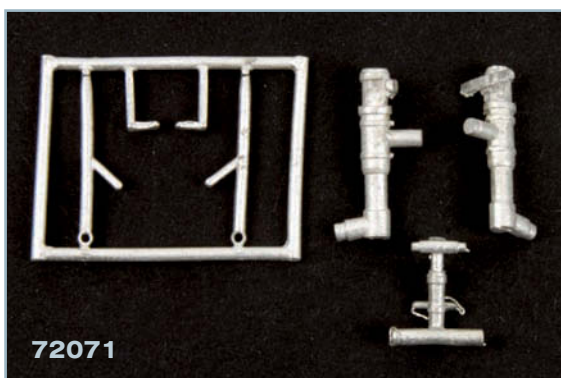


True Earth- The Basic Book

Published by True-Earth / Iron Work Models
Softback 100 pages dual language English / Italian
www.true-earth.com

Italy's True Earth have produced this step-by-step reference on using their products including all of their weathering and paint effects and groundwork / building finishing techniques. Demonstrations cover all types of models (including of course aircraft). The full range of products includes filters, washes and specific effects such as flaking and chipped paint, rust and burnt finishes. If weathering is something that you tend to be wary of after spending hours on a camo and decal job, True Earth products have the gentle feature of being water-based and are easily removed without damaging your previous work (within an hour or so) and the effects are subtle (judging by the ones I've used from the range) requiring gradual build-up. This is more of an 'extended catalogue' but will certainly be of help in choosing and using anything from the range to suit your specific needs.





Scale Aircraft Conversions

More white metal landing gear upgrades from SAC starting with 1:72, 72067 is for Italeri's B-57 B/G Canberra, 72068 is for the huge B-47 from Hasegawa, 72069 is a delicately detailed set for Cyber Hobby's Vampire, 72070 is designed for Revell's F89D/J and finally the Minicraft PBM-5A gets the treatment with 72071. In 1:48 we start with 48236 for Revell's F-104, 48237 is designed for the Wolfpack T-38A Talon, 48238 upgrades Italeri's Nesher/MirageV, 48239 will fit Academy's and Eduard's P-47 and 48240 will fit the

Hobby Boss F-80 Shooting Star. In big 1:32 some steady legs are provided with 32074 for Tamiya's new Corsair, 32075 is an updated set for Hasegawa's Spitfire Mk IIVb, VI with wheels included and finally the daddy of them all! 32076 gives sure footing to HK Models giant B17. www.scaleaircraftconversions.com gives you the full extensive range details.

ISRAEL'S ULTIMATE PHANTOM

KERDASS

F-4E פ-40

JEAN-LOUIS MAUPOINT

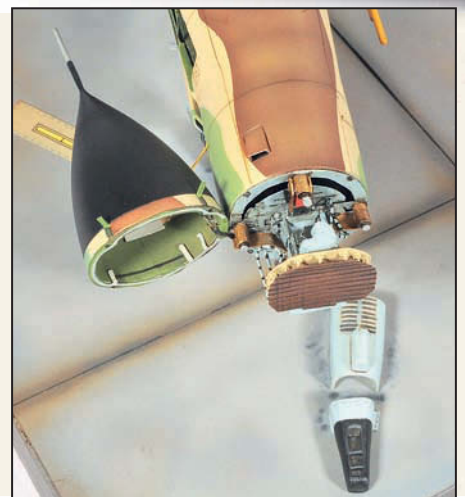
CONVERTS HASEGAWA'S 1:48 PHANTOM KIT





The Heyl Ha' Havir (Israeli Air Force) became a powerful and autonomous air force, which is a real delight to study for a modeller or an aviation historian. This air force has used, since its formation, an incredible diversity of planes, helicopters and jets. From the first Avia S199 (a Czech derivation from the German Bf 109) to the current F 16 and F15. One of the most important contributors to Israeli air power was the F-4E Phantom II, the subject of this article. The Mac Donnell Douglas two seat fighter-bomber from St-Louis (U.S.A) flew for the first time in Israeli colours in

September 1969, with the hebrew name "Kurnass" (which means Sledgehammer or Mace in English). This type was regularly improved by many add-ons, resulting in the final type, "Kurnass 2000", which first flew in July 1987. Sixty Kurnass were updated to the "Kurnass 2000" level. Other operated versions were the "recon" versions RF-4E and F4E(s), under the name "Oref (Raven)". With 240 F-4 Phantoms used by the Heyl Ha' Havir, Israel is the second biggest F-4 user in the world, after the U.S.A.



The final version of the F-4E "Kurnass 2000" differs externally from the others in the following ways:

A refueling probe on the right side of the cockpit connected to a dorsal tank (however, a few standard "Kurnass" had already been retrofitted with this probe).

An RWR pod (rear warning radar detection alert pod) fixed above the tail fin.

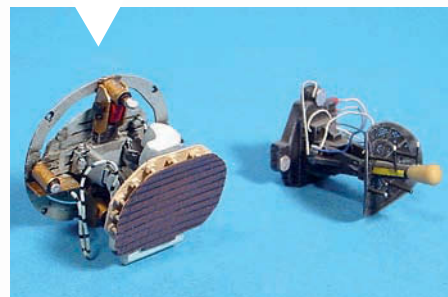
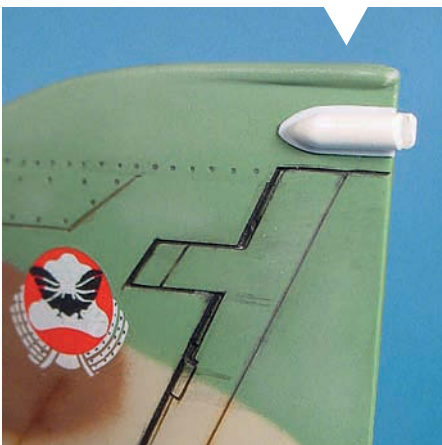
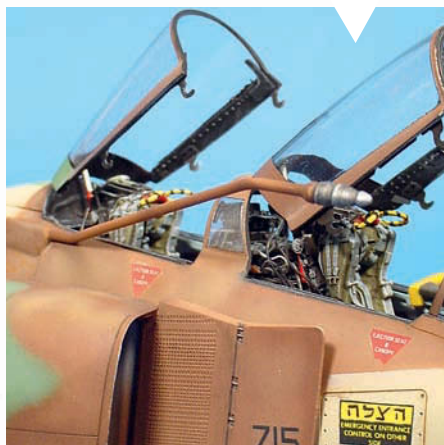
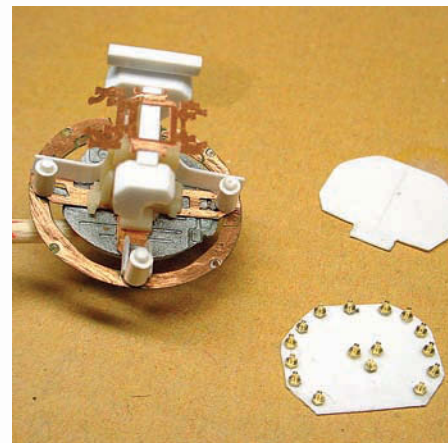
A Norden ASX-1 Tiseo pod (Target Interception System Electro Optical) fitted on the left wing leading edge.

A vital (but externally invisible) modification was the new and much more efficient Norden AN/APG 76 nose radar (which is however visible on this model!).

Other important modifications (although externally invisible too) included a new "Kaiser" Head Up Display (H.U.D.), an

upgraded radio and more efficient electronic devices as well as a new mission calculator, etc.

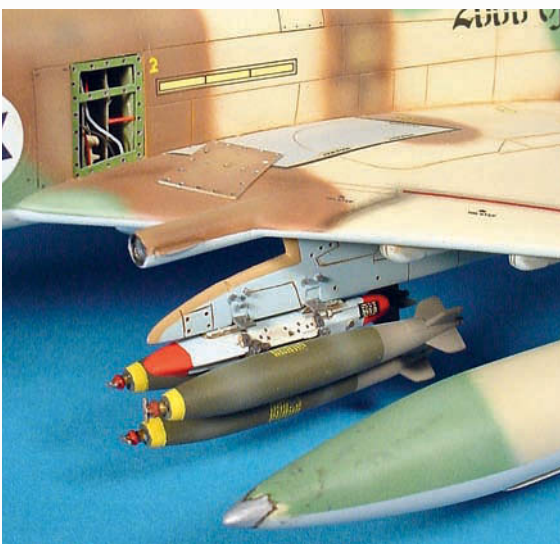
The first "Kurnass 2000" took off on July 15, 1987, and the type was first used in combat over south Lebanon in February 1991. A few examples were still in service recently, mainly for ground attack duties.



I started with the Hasegawa German F4-F kit, as, when this project started, Hasegawa had not yet issued its Israeli version. The required changes were done through many simple scratch modifications and resin parts, including the old but very crispy and useful Verlinden upgrade kit and the Aires exhaust nozzles.

For this kind of work, the first thing to do is to plan carefully the working process as I had to follow step by step both the Hasegawa, Verlinden and Aires instruction sheets, in parallel with scratchbuilt update work.

I started by cutting out all the panels which will be left opened (electronic bays, Gatling electric gun, nose radar), then, I integrated the photo-etched parts including the electronic bays frames, the canopy and cockpit parts, the two excellent Verlinden resin seats, and a lot of scratchbuilt parts in the cockpit. Of course, it's compulsory to check the adjustment of all this stuff in such a narrow space, if you want to avoid problems when closing the fuselage !





Miscellaneous upgrades !

For this kind of project, checking regularly ones references and pictures is essential, as many different updates were appearing on the Israeli F-4Es. We could even say that Israel became, throughout the years, the uncontested "world's aircraft update specialist", adding probes, antennas, sensors, and local armament, etc...

The Hasegawa and Verlinden update kits, being based on the first version of the F-4E, lack some scopes, electronic devices, and offer the basic radar version instead of the Norden AN/APG 76. The shape of the horizontal panel above the front cockpit control panel has also to be modified. So, I had to scratchbuild more accurate parts, using plasticard and bent wire, especially in the bomber-navigator's "office", and under the windscreen.

The integration of the two wonderful

Verlinden resin seats and photo-etched parts enhance extraordinarily the cockpit area, and especially the canopy parts, very simply represented in the Hasegawa kit.

Electronic and air conditioning system bay, starboard side.

In order to perfectly integrate the crisp Verlinden resin parts representing this right side bay, it is necessary to cut out carefully the panels in the plastic starboard fuselage, following the panel lines. In the meantime, it is also necessary to sand heavily the back (and sometimes sides) of the resin parts, in order to avoid any fit problems when closing the fuselage. If you consider all the parts nearby (front landing gear bay, cockpit parts and side panels, etc..), it becomes crowded very quickly as far as adjustment is concerned.

Frequent dry-fit testing is here a matter of basic security, as it is most of the time with resin update kits. This old Verlinden set behaved well despite its age, when compared to some recent productions ! This set is very crisp, accurate, and fits correctly after a bit of sanding and adjustment.

However, what proved to be difficult to install were the side photo-etched frames dedicated to these electronic bays. I even broke one, and frankly, the result could have been better! Last but not least, it is of course better to pre-paint the resin electronic bays, as the access would be tricky for your brush if already installed.

Port electronic bay

This bay was scratchbuilt entirely from plasticard and wire. If you want to open it also, keep in mind that the fuselage panel



to be cut out is not symmetrical, with 10mm width, but 15mm height on left side and just 14 on the right side. The fastening frame around the panel is also created with drilled plasticard.

Electric Gatling nose gun

I couldn't resist to the temptation to open this compartment, in order to show "the Beast", normally hidden by its protective panels. If you work carefully and follow the Verlinden instructions. It is just the moment to demonstrate your skillfulness when assembling the six gun barrels together with the "help" of tiny and very fine round and pierced photo-etched connecting parts!

Radar device and opened nose

As said at the beginning, the radar provided in the Verlinden update kit is a standard APS 107-B. It has to be replaced by a scratchbuilt Norden AN/APG 76. I started by using as a base the Verlinden provided photoetched rear panel of the previous radar version, then scratchbuilt all

the other components, relying only on a very small number of pictures available on the internet.

When completed and painted, the radar was left separate, as it was too fragile to be installed before the very end of the overall painting and weathering process. The opened nose is also upgraded by detailing the inside with its particular internal covering (aluminium foil), wire and Verlinden photo etched parts. Of course, at this step, don't forget to add weight into the nose behind the radar rear panel, to keep the model sitting on its wheels.

Refueling probes

This part, maybe the most typical on the Israeli versions, was scratchbuilt too, using two diameters of plastic rods for the probe and its rear connection into the fuselage.

For the probe's connecting plug, I created a basic shape with Milliput putty, and then, when cured, I turned it on files of various shapes with my hobby drill, this in order to create the typical streakings and obtain the final accurate shape. At the time this

article is being written, it seems that a resin update set has been released in the meantime. Milliput was also used to finalise the probe's joint into the fuselage.

Rear side radar alert pod

For this scratchbuilt part, I used mainly the same materials and techniques. Maybe due to a lack of attention while checking the pictures available, I missed this pod, and so, had to create it at the very end of this assembly, as the painting and weathering processes were totally finished! This late correction proves that it is always possible to correct an error or omission. This tricky operation was eased by the wonderful characteristics of the Milliput putty, which is workable with water, and avoids the need for sanding and the risk of destroying details or paint around the corrected zone.

Aires resin exhausts nozzles

These resin parts are really beautiful and superb replacements for the Hasegawa ones. If you install them, make sure before you do that you cut the rear internal



horizontal plastic base of each half fuselage (parts J1 and 31). If not, it is impossible to put the exhausts nozzles in place. As I had bought this resin set after having closed the fuselage, I was then obliged to adapt the visible part of the Aires exhaust to the Hasegawa nozzles. However, even if I had installed the Aires parts before to put the halves together, I would have certainly faced problems, as Aires totally forgot to provide instructions about this necessary surgery.



Painting and weathering process

The markings I chose represent a Phantom of the Tayeset (squadron) 119, "Ha'Atalef" ("Bat"), based at Tel Nov in 2001. Three other squadrons operated the F-4E "Kurnass 2000", including the 201st also based at Tel Nov, and the 107th and 142d based at Hatzerim.

The painting process was done with Mr Hobby (Gunze) paints, which always perform perfectly and provide a smooth finish, almost perfect for applying decals. Some Testors and Alclad colours were also used for the numerous and very visible Phantom metallic parts. The following

colours selection is what I considered as the closest to the real ones, but of course, every one is free to agree or not to my conclusions :

- undersurface blue FS 35622 : H314 + H418 mixture
- clear beige FS 33531 : H313
- green FS 34227 : H312
- brown FS 30219 (H310 + lightened H 406 mixture)

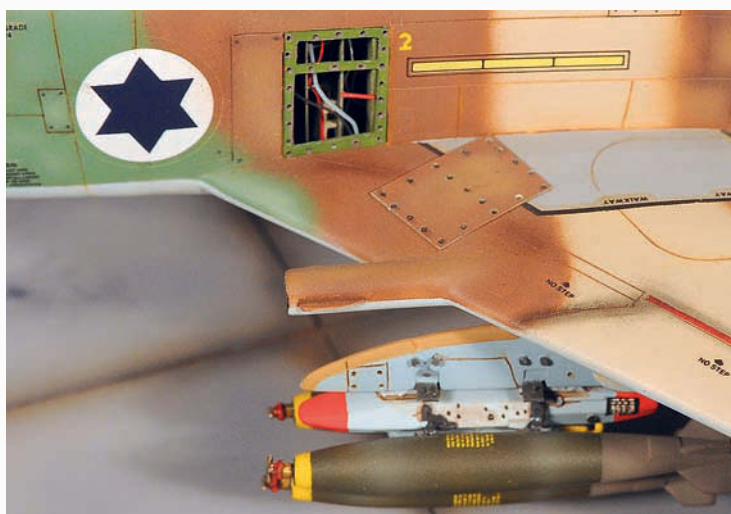
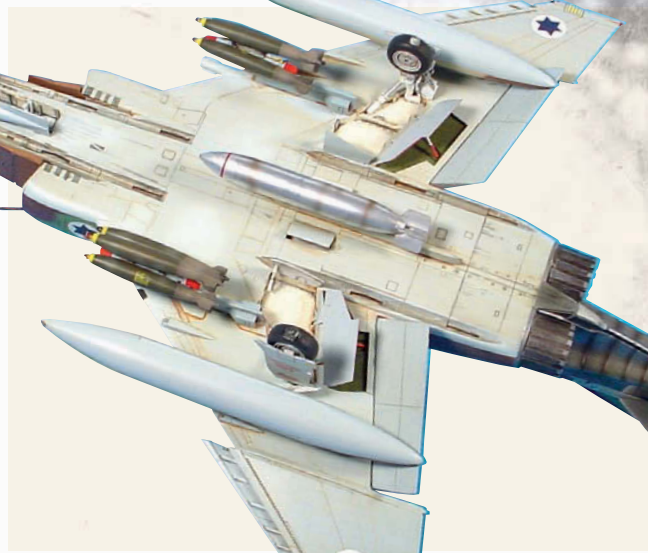
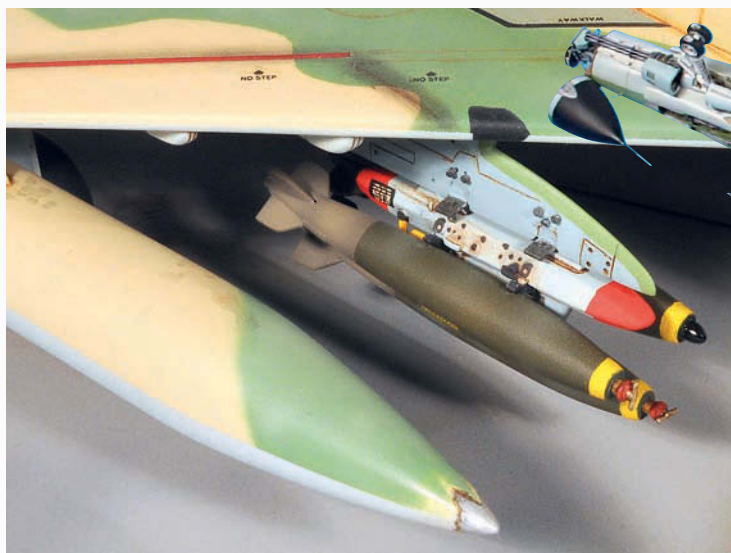
The painting process was done with a 70 % dilution and low pressure (1.5 bar) using Tamiya acrylic thinner X20A. Most of the work was done without masking (time saving of course), which means that a perfect control of the airbrush is needed

(not yet sure it was perfect for me !!). Various shades and effects were applied by lightening or darkening different panels for each colour used, these being made in an irregular pattern. Even if weathered by many weeks of intense flight our "Kurnass 2000" remains relatively clean, as the "Heyl Ha' Havir" planes benefit of a high level of maintenance. So, I didn't exaggerated the weathering process, in order not to transform our beautiful Phantom into a rotten wreck ! I just relied on a soft wash of oil colours (Burnt Sienna), followed by some dry chalk shades.

KURNASS

F-4E F-4000





Final Thoughts

Just a last warning about the fitting of the fuselage parts J1, J31 with K7 and K8, as obtaining seamless joints there is quite time-consuming and needs many dry-fit tests and sanding. After having checked a few other finished kits during model shows, it seems that this fitting issue is common to all Hasegawa F4, a problem which will have to be compared with the newly released Academy Phantom.

Well ! My Israeli F-4E is now ready to reach its shelf in my display case ! Like the Mirage IIIC or the General Electric F-16, it is a strong symbol of Israel's military efforts to maintain, throughout the decades, a strong air supremacy over Near-East. At the time this article will be printed, one of my modeller's dream will at last be available : the Kfir C2/C7, derived from the French Dassault Mirage. For sure its next neighbour on my shelves !





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